

in justice to that gentleman, help censuring, in the strongest manner, the conduct of captain Erskine: he certainly acted

by firing guns and shewing false fires directed us how to pursue. Next morning we got sight again of the enemy: she appeared a very large ship at four or five miles distance, and all things were prepared to engage accordingly. Mean time captain Conolly gave us no small diversion, though he durst not venture very near her, for two or three of her guns would have torn him all to pieces: but he kept to windward, and every now and then popped his four pounders at her, under English colours, hoping to make her shew hers, cut some of her rigging, or provoke her to bear towards him, and so retard her course. The enemy nevertheless (for then we were sure she was one) would not hoist a colour, but now and then returned the fire and stood on. About eleven at night, being nearly abreast of the enemy to leeward, and the Lark a little way ahead of us, at about half a mile distance, we gave the enemy a broadside, which she briskly returned under Spanish colours: the Lark then stood on and we lost sight of her. In ten minutes captain Erskine, being nearer, gave her his starboard broadside, raked her fore and aft, and clapping about again stood within pistol-shot, when he discharged his starboard broadside into her, with a volley of small arms, as we passed; all which the enemy smartly returned and stood on. During the whole actions he seemed to be upon the defensive, and to want rather to get away than fight. As soon as possible the Warwick tacked after her, ran alongside of her within pistol-shot and began to engage large, sometimes before the wind, and all the time after that within pistol-shot, so that the wadding of the enemy's guns fell thick upon our decks, and threatened to set fire to our sails and rigging.

"Our people seeing the enemy a much larger ship than the Warwick, with a great number of guns, which she plyed well, the Lark, keeping at a great distance, and giving them no manner of assistance, were somewhat discouraged; but then again reflecting that, if they could make the enemy strike without the assistance of the Lark the greater would be their glory, they expressed the highest resolution and bravery, continuing a dreadful fire till three in the morning, firing in the whole between twenty-five and thirty broadsides: the Warwick at that time torn and shattered to pieces in her masts, yards, sails and rigging, and the ship lying like a wreck, not in a condition to make a farther attack, nor to retreat, fell off to the southward; which the enemy no sooner observed than he hawled to the northward. The number of our men killed and wounded was not very great, which is imputed partly to the enemy's firing chiefly at our rigging and sails, and partly to their overshorting their guns, for we found a vast many of their shot sticking in the sides of our ship, having few come through. We wanted between forty and fifty men of our complement; many were raw and inexperienced, and ten of them were boys. When the engagement was over we found in our ship the enemy's shot, double-headed fifty-eight pounders, round

acted in a manner tending to defeat the plan of his commanding officer, the propriety or probable effect of which he had no right to question. Had captain Crookshanks been properly supported and the attempt failed, the blame would then have very properly rested solely on himself: but instead of that captain Erskine assumed to himself an extravagant and unjustifiable right of censuring the manœuvres of his senior officer, and acting in a manner that would have totally deranged the best digested system of attack.

His immediately subsequent conduct appears still less defensible. He in a very underhand manner took an opportunity of preferring his charge, and was certainly guilty of a positive breach of orders; which breach, though of no material consequence to the service, is, nevertheless, highly to be reprehended, as establishing a precedent of the most dangerous kind. Commodore Knowles, however, who was at that time commander-in-chief at Louisburg, whither the *Lark* and *Warwick* were bound, thought differently of captain Erskine's conduct, for about the middle of September, having hoisted his broad pendant on board the *Canterbury*, he appointed that gentleman her commander as successor to captain Hoare, who had obtained leave to return to England. He did not, however, long remain in the *Canterbury*, Mr. Knowles having, immediately on his arrival at Jamaica,

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round twenty-five, twenty and sixteen: whereas the *Warwick's* guns are only twenty-four pounders on the lower deck, nine pounders on the main-deck, and six on the quarter.

"The *Lark* joined us about six in the morning, but did not think fit to pursue the enemy, who was still in sight, as we were incapable of going along with him. About noon we were informed by one of the convoy, who had run close to the enemy after the engagement, that she was likewise in a very shattered condition, with her fore-mast gone and her sails and rigging cut to pieces. This seemed to give the captain of the *Lark* some courage, and he proposed to captain Erskine to go after her again, which that brave and prudent commander did as soon as he could clear ship and put her into some sort of order; but the favourable opportunity was lost, and we could not get sight of her again. Thus, by the unaccountable bad behaviour of the *Lark*, both her company and the *Warwick's* have lost immense riches; for had not the *Lark* left the *Warwick* in the beginning of the action, or had she joined her any time when she was engaged, the enemy must certainly have fallen into our hands."

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on the 28th of January, 1748, found his commission there advancing him to be rear-admiral of the white. He hoisted his flag on board the Cornwall, and Mr. Erskine was, about the month of May, removed into the Milford frigate, in which ship he returned to Europe in the course of the summer\*.

Reflection, and a reconsideration of his case, probably induced the admiralty board to consider this gentleman in some degree more culpable than he was at first thought to be. We are led to this belief by not finding any mention made of his having been appointed to any command after his return to England. He was for some years the senior captain on the list of those capable of serving; the promotion of admirals in 1759, having stopped with captain Rodney who took rank immediately before him. In 1762 he was put, at a promotion which then took place, on the list of superannuated rear-admirals, in consequence of which he became entitled to an encrease of half-pay during life. This he did not however long enjoy, dying on the 7th of November, 1766.

FOWKE, Thorpe.—This gentleman had served with much reputation a considerable number of years, in the station of lieutenant, before he was advanced to the rank of captain, he having been on board the Terrible sloop, in that capacity, in the month of August 1732. We have no subsequent account of him till his promotion, on the 24th of May 1742, to be captain of the Gibraltar frigate. He was ordered, quickly after his appointment, to Jamaica, with instructions to vice-admiral Vernon and general Wentworth to return to England. No mention is made of him while employed on that station, nor subsequent to his return till the month of November 1744†, when he was appointed captain of the Torrington, a fifth rate of forty-four guns. He remained but a very short time in that ship, having, in the month

\* Mr. Knowles, though repeatedly applied to by captain Crookshanks, refused to order a court-martial on Mr. Erskine, notwithstanding Mr. Crookshanks says, in his own account of his conduct, that the admiral had, as it was publicly known, the most strong and just reasons to be angry with Erskine, for his *unfaithful* and *unofficer-like* behaviour on a certain occasion.

† Except that he is said to have commanded, for a short time, the Seahorse.

of January 1745, commanded the *Dreadnought*, of sixty guns. This vessel was one of the ships under the orders of commodore Griffin\*; but the want of success appears to have been by no means owing to any misconduct in captain Fowke, as is evident from the following extract of a letter written by an officer belonging to the *Hampton Court*.

“ At dusk the *Dreadnought* was about seven miles astern of the *Sunderland*, almost out of sight, we were then abreast of our chace, which we found to be two French ships of war. We made false fires for the *Dreadnought*, the only ship that could come to our assistance; neither could she, except the French shortened sail, which they did soon after; and the *Dreadnought*, by a great pressure of sail came up with us about nine at night. Captain Mostyn hailed the *Dreadnought*, and told captain Fowkes he supposed the chace to be two French men of war, the one of seventy-four and the other sixty-four guns; and that he would go along-side of the larger ship at daylight. Captain Fowkes told him he would be along-side of the other. The *Dreadnought* kept pretty close astern of us all night. At break of day we found the French had made sail, and were then nearly two miles ahead. We then crowded, and by half past nine got abreast of them, and within musket-shot. The *Dreadnought* had now fallen astern, about a league. The French ships opened their lower tier, hoisted their colours, and hauled up their main-sails. We instantly did the same, except opening our lower tier, which was not possible, our ship lying along so much that our ports were under water, even the aftermost, which was the only one we could shew; we shipped prodigious large and frequent seas, their ships at the same time being almost upright. The French, seeing we waited for the *Dreadnought*, in a few minutes struck their colours, and let fall their main-sails. Captain Mostyn then held a consultation with his officers, who all gave it as their opinion that we ought not to engage before the *Dreadnought* came up: the reason was obvious to the meanest capacity; for when the main-sail was up, even the quarter-deck guns

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\* See vol. iv. p. 225. et seq.



would not carry above thirty yards from the ship. The French then rightly judged of the advantage they would have of engaging us under sail, when our decks were exposed to them, we at the same time not being able to use our great guns nor have a man of theirs open to our small arms: we fell astern, and the Dreadnought came up with us about half past ten. It was then agreed, if the weather moderated, to follow and engage the enemy; but the Dreadnought lost ground though she made all possible sail."

The decision of the court martial was, consequently, in the highest degree honourable to captain Fowke, he having been declared to have done his duty in every respect. He was afterwards, in the course of that year, appointed to the Sapphire; as he was, we believe in the course of the same war, to the Superbe. No particular occurrence however appears to have taken place with respect to him. We find him appointed to the Tilbury in 1755, it being then the eve of the rupture between Great Britain and France. In this ship he continued, tho' but uninterestingly employed, till 1757, when he was advanced to be captain of the Bedford, of sixty-four guns, one of the fleet sent, under admiral Boscawen, on the expedition against Louisburg in the year 1758. No other particulars are known concerning this gentleman relative to the service, from which he altogether retired, in the year ensuing, on the rank and halfpay of a rear-admiral.

He repaired to Southampton, where he continued to live the remainder of his days, and is said to have at last put a period to his existence at that place, where he at any rate died, on the 14th of March, 1784. All farther particulars relative to the death of this gentleman, or its immediate cause, are at present unknown to us.

GEARY, Sir Francis, — was the descendant of an ancient family long settled near Aberystwyth, in the county of Cardigan. Having made choice of a naval life, he was, in 1727, entered, by an admiralty order, which, according to the earlier usage of the navy, was termed the king's letter, a volunteer on board the Revenge, a seventy-gun ship, at that time commanded by captain Conningsby Norbury, and one of the fleet under the orders of sir John Norris, sent to Copenhagen for the purpose of preventing a rupture between the courts of

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Denmark and Sweden. The end for which this force was sent, being effected, the squadron returned to England, and the *Revenge* was ordered immediately to Gibraltar as a reinforcement to sir Charles Wager, who commanded there to cover the place which was then besieged by the Spaniards. Mr. Geary continued after the above time in service, employed as a midshipman, and afterwards as a lieutenant, till the 30th of June, 1742, when he was promoted from that rank to be captain of the *Squirrel*, of twenty guns. He was, not long afterwards, ordered out on a cruise off the island of Madeira, and on the 10th of February, 1743, was fortunate enough to fall in with a French ship, called the *Pierre Joseph*, a ship chartered by the Spanish merchants at Cadiz, and bound thither from the ports of Vera Cruz and the Havannah.

The enemy had used consummate art in endeavouring to conceal, from any ship that might casually meet them, the knowledge of the persons to whom the cargo in reality belonged. The papers were all thrown overboard, and the supercargo concealed himself. The master was a Frenchman, untrue to his trust, and dishonest to his employers, for he confessed the whole cargo was totally Spanish property. It consisted of sixty-five chests of silver, each containing three thousand pieces of eight, five bales of cochineal, fifty-seven of indigo, and one case of vanilla, a quantity of sugar, and three thousand five hundred hides. Captain Geary had the good fortune, previous to this time, to capture a Spanish privateer, which he manned and employed as an armed tender; in company with which vessel, on the 29th of the month preceding his last-mentioned success, he had the additional happiness to burn a second Spanish armed ship off the island of Madeira \*.

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\* There is an anecdote which we have heard well authenticated of this gentleman while he held this command, which is far too honourable to him to be suppressed. Previous to his sailing on a cruise he had entered into an engagement with captain ———, to share with him whatever prizes they might take during a given period. The *Pierre Joseph* was not captured till after the expiration of the term of partnership; but captain Geary, nevertheless, divided with him equally the whole of his part, declaring at the same time, that he was sure Mr. ——— would have acted in the same manner towards him had he been equally successful.

Early in 1744 this gentleman commanded, for a very short time, the *Dolphin*; but, on the 17th of February, was promoted to the *Chester*, of fifty guns: and being sent out to cruise, in company with captain Brett, of the *Sunderland*, captured, on the 20th of February, a French frigate of twenty guns and one hundred and thirty-four men, besides many passengers of consequence, having on board twenty-four thousand dollars, and a very valuable cargo\*. He continued in the *Chester* a considerable length of time†, as will be presently seen. In the month of February 1745, he was one of the members of the court-martial, held on board the *Lenox*, in Portsmouth harbour, for the trials of the captains Griffin, Mostyn, Brett, and Fowke. He was almost immediately afterwards ordered for Louisburg, to reinforce the small squadron at that time employed under commodore Warren in the reduction of that place; but being sent home with an express to England soon after its surrender, was deprived of sharing in the immense property subsequently captured there, and thence sustained a negative loss, as it is said, of nearly 12,000l‡.

Soon after the arrival of Mr. Geary in England he was appointed, by the special interest of the duke of Bedford, at that time first lord commissioner of the admiralty, who knew well the value of his services and abilities, to be captain of the *Culloden*, of seventy-four guns. In this ship he was, in 1747, ordered into the Bay of Biscay,

\* We have the following private account of a very successful capture in which Mr. Geary was about that time concerned, but of which we do not find any official notice taken.

"July the 1st, 1744.—Yesterday morning an express arrived at the admiralty office with an account, that his majesty's ships the *Hampton Court* and *Chester*, with the *Grampus* sloop, have taken eight French West Indiamen from Hispaniola and Martinico, carrying one hundred and thirty-eight guns and five hundred and eighteen men. The *Chester* and *Grampus* are since arrived in the Downs with the prizes."

† In a memorandum made by himself, sir Francis states, that while he commanded the *Chester* he captured, after a trifling skirmish, as he terms it, but in which he had an officer killed, and several men killed and wounded, a French frigate, called the *Elephant*. Whether this circumstance took place in Europe, or during the time he was at Louisburg, he is silent.

‡ We can readily credit this from the account given of the valuable prizes made by the *Chester*, and other ships, after Mr. Geary had quitted his command and sailed for Europe. See vol. iv. p. 187.

with the Squadron under the command of rear-admiral Hawke, with whom he continued on constant service till the conclusion of the war\*. He was then appointed commander-in-chief of the ships in the Medway with the rank of commodore. We do not exactly know how long he continued to retain that station, but believe only for a short time, as we find him to have quitted the Culloden in September following; on the 20th of which month he was married to Miss Bartholomew, a Kentish lady of fortune†.

During the remainder of the ensuing peace capt. Geary lived in a temporary retirement from active service, not having, as we believe, received any subsequent appointment till the beginning of the year 1755. The restless conduct of the French court having then created a daily apprehension of the commencement of hostilities, he was commissioned to the Somerset, of seventy guns, one of the ships equipped by way of precaution in case those suspicions should be suddenly realised. In the month of April he sailed for North America under the command of admiral Boscawen, the particulars of which expedition, and the capture of the two French ships of war, the Alcide and Lys, have been already treated of in that officer's life.

On the return of Mr. Geary to England at the close of the year, he was ordered to join the Channel Squadron then under the orders of sir Edward Hawke; but, as we have already observed in our account of that gentleman, no occurrence took place in any degree interesting enough to require particular mention, speaking even collectively of the operations of the whole armament. Mr. Geary‡ continued to be uninterruptedly employed in the Channel service,

\* While in this ship he had the misfortune to encounter a violent storm, in which he lost one of his masts.

† In consequence of which union the estate of Oxenhoath is now in possession of his son, the present sir W. Geary.

‡ In 1756 he was one of the members of the court-martial assembled on board the Prince George, in Portsmouth harbour, for the trial of admiral Byng; and in the month of April following met with the following success, which was certainly far from trivial.

“ At dawn of day the Somerset and Rochester men of war discovered five sail about two leagues distance; they consisted of three ships, one snow and a schooner: upon which the Somerset and Rochester immediately chased the two largest, who bore away to the northward, and the other three hawled to the north-west. Before noon the Somerset and Rochester took them, one named the Renommée, burthen three

service, and as commander-in-chief, or port-admiral at Portsmouth and Spithead during the war, with the exception only that for the space of ten months he commanded in-chief at the Nore, with the rank of an established commodore, having hoisted a broad pendant, by an admiralty order, and being allowed a captain under him. In 1758, we believe during the month of February, he was appointed captain of the *Lenox*, a new third rate of seventy-four guns, but quitted that ship in the following year for the *Resolution*, a ship of the same force. He sailed with the fleet commanded by sir Edward Hawke, on the 18th of May 1759, having then only the rank of a private captain in the *Resolution*, as we have just stated; but in three days afterwards he was ordered, by the commander-in-chief, to hoist a red broad pendant on board the said ship as commander of a division, or squadron, consisting of ten ships of the line, two frigates, and a fireship. Having been, on the 5th of June\*, promoted to be rear-admiral of the white squadron, his commission for that purpose was forwarded to him while at sea, with instructions to put himself under the command of sir Edward Hawke. On receiving these orders he accordingly hoisted his flag on board the *Resolution*, on the 11th of June; but removed it into the *Sandwich* on the 7th of the ensuing month, as he afterwards did into the *Royal George* on the 29th of August, the *Sandwich* being ordered into Plymouth to refit.

The re-equipment alluded to being completed, the *Sandwich* rejoined the fleet off Ushant; and Mr. Geary removed his flag into that ship on the 29th of September. He continued under sir E. Hawke watching Conflans fleet, then lying in Brest harbour, till the strong westerly winds drove the British ships from their station, and compelled them, after repeated and fruitless efforts to regain it, to put into Torbay in the beginning of November. The *Sandwich* having sprung her main-mast was prevented from getting

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three hundred and fifty tons, laden chiefly with pork, flour, and two hundred mulets; the other the *Superb*, burthen seven hundred and fifty tons, laden with some provisions, bale goods, and several cases of small arms, both taken of private-ships from Bourdeaux to Quebec, having on board two hundred and forty-two officers and soldiers of the royal regiment of foreign volunteers, which, with the seamen and passengers, amounted to three hundred and ninety-one prisoners."

\* The admiralty list says, on the 19th of May.

in till after the fleet. Sir Edward having, on the 14th, put to sea in quest of the enemy, he ordered Mr. Geary into Plymouth to land his sick, which amounted to eighty-seven in number, and to get up a new top-mast. After this he was to proceed off Ushant, which was appointed as the place of rendezvous, bringing with him out of the sound every ship that was ready for sea.

The accident just mentioned, added to the necessity of landing his sick men, unfortunately prevented Mr. Geary from rejoining the commander-in-chief time enough to share in the well known glorious encounter and total defeat of the French armament under the marquis de Conflans. Having, however, used all the dispatch possible, he sailed from Plymouth on the 19th of November, carrying with him the *Foudroyant* and *Bienfaisant*: but on his passage to the appointed rendezvous, he received a letter and order from sir Edward Hawke, instructing him to continue cruising off Brest, with all the ships of his squadron, till farther orders. On the 22d of November the *Adæon* joined him with a duplicate of the order last-mentioned, enclosed to him by commodore Hanway, from Plymouth. When off Ushant he unfortunately encountered a most tremendous gale, which drove him near two hundred leagues to the westward: he then made sail and regained his station, where he continued though without being fortunate enough to meet with any success till towards the end of December; and returned into port on the 27th, having been seven months and nine days at sea, with the trivial interval of putting into Plymouth Sound for three days, by order of sir Edward Hawke, to put his sick men on shore, to procure water and get up his top-mast.

Mr. Geary continued in port till the 30th of April, when he received an order, from admiral Boscawen, to proceed with the following ships under his command, the *Sandwich*, *Warspite*, *Orford*, *Torbay*, *Chichester*, *Princess Amelia*, and *Unicorn* frigate, to cruise off Rochfort for the purpose of intercepting a squadron of French ships of war fitting for the East Indies in that port. He continued cruising on that station and occasionally anchoring in Basque Road, in sight of the enemy's squadron, till the 6th of September, his ships being occasionally re- victualled by vessels purposely sent from Ireland,  
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such being the consequence attached to the service on which he was then employed; for it was well known that if the French Squadron had got out to sea, and arrived safely in India, their naval force in that quarter would have become evidently superior to that of the English. Administration, therefore, appear to have very properly adopted the prudent method of preventing their putting to sea at all, instead of the more expensive and less decisive measure of sending out a reinforcement to counteract them.

On the day already stated, Mr. Geary received orders to join sir Edward Hawke in Quiberon Bay, it being well established, on the most accurate information, that the French had totally abandoned the intended expedition, and actually unrigged their ships. He effected this junction on the 7th, and continued on that station, with sir Edward, till the 3d of October, when he received orders from the commander-in-chief to proceed to Spithead, where he arrived on the 25th of the same month. On the following day he struck his flag, having obtained leave of absence from the admiralty-board, but soon afterwards was invested with the command as port-admiral of the ships and vessels at Spithead, being successor to vice-admiral Holburne: he accordingly hoisted his flag on board the Royal Sovereign.

His first consequential charge, after entering on this office, was the equipment of the Squadron intended for the expedition against Belleisle, and the embarkation of the troops destined for that service. The same occupation, though not on so extensive a scale, notwithstanding the object itself was more important, was repeated in 1762. This was the superintendence of the equipment of that part of the armament which sailed from England, under the command of sir George Pocock, destined for the attack of the Havannah and the island of Cuba. The great diligence and attention to the service, as well as the indefatigable exertions displayed by Mr. Geary, in forwarding every thing that related to it, were so conspicuous that the earl of Albemarle, the general-in-chief, made a very particular representation of his conduct to his majesty, who signified his highest and most gracious approbation of his behaviour\*.

\* On the 21st of October, 1762, Mr. Geary was advanced to the rank of vice-admiral of the blue.



Mr. Geary retained his command, which, from the circumstances we have related, was of much more than ordinary trust, till the preliminary articles of peace were signed; soon after this event he received orders to strike his flag, the service on which he had been there employed being fully complete, and ended. In the same packet which conveyed to him those instructions, were enclosed the thanks of the house of commons, both to himself, and the officers under his command, for his diligence and conduct, more particularly on those occasions which had already established him in the highest reputation both with his sovereign and his countrymen.

After this time he appears to have lived in retirement, far as related to the naval service, till the year 1770 \*, when

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\* Soon after he entered on this command a very disagreeable dispute arose between him and Mr. Elphinstone, of the English service, who was also a rear-admiral in that of Russia. This, however, ended highly to the credit of Mr. Geary, as will plainly appear by the letters annexed.

" Achilles in Portsmouth harbour, half past eleven P.M. the 24th February, 1770.

" Sir,

" Be pleased to acquaint their lordships that I was in hopes, from your letters of the 1st and 7th instant, which captain Hughes shewed me concerning the *Netromena*, a Russian ship of sixty-six guns, setting and discharging the watch in this harbour, that she would not presume to commit the like irregularities in future; but being acquainted this day that the said ship fired a gun last night and this morning upon the like occasion, I ordered captain Fielding to go to captain Elphinstone, who is said to be a rear-admiral in the Russian service on board that ship, to know on what occasion he fired the said guns. His answer was, that it was for the relief and setting of the watch, and that he had a right to do so. On this I sent captain Fielding to him again, ordering him to desist from firing the watch guns for the future at his peril, for I considered him neither as an admiral's ship nor even as a ship of war, she having neither flag nor pendant flying. His reply was, that I had nothing to do with him or his squadron, and that he would continue to fire it, which he has accordingly done this evening. I therefore think it my duty to send captain Fielding express with this letter for their lordships information, and farther directions thereon, which I hope will meet with their approbation.

" I am, sir, your most obedient servant,

" Philip Stephens, Esq.

" FRANCIS GEARY."

" Rear-



when the well known dispute between the British and Spanish courts, relative to Falkland's island, rendering a rupture

"† Rear-admiral Elphinstone presents his compliments to vice-admiral Geary, and does himself the honour of acquainting him, in regard to the message sent by him through captain Fielding, to know whether "he should fire the morning and evening gun when he got to Spithead," that, to prevent mistakes in verbal messages, the answer was to such a question, He should do as he pleased when he got there: but as the matter in question does not at all concern the honour of the Russian flag, and as he looks upon Spithead in the same light as Portsmouth harbour, he shall do *then* as he does *at present*, from the same motives."

"Dear sir,

"I arrived at sir Edward Hawke's, with your express, about eleven yesterday morning. He did not open it, as I told him the contents from my memorandums. He was exceedingly angry with captain Elphinstone, and approved very much of every step you had taken. I carried the letter to Mr. Stephens, who was to do what was thought proper about it. I have not heard this day any thing concerning it. Sir Edward ordered me not to go out of town till I had heard from him.

"I am, sir,

"London, Feb. 26, 1770. "Your most obedient humble servant,  
Vice-adm. Geary, Portsmouth. "C. FIELDING."

"Admiralty-office, 26th Februrary, 1770.

"Sir,

"I yesterday received by captain Fielding, and lost no time in communicating to my lords commissioners of the admiralty, your letter of the 24th instant, representing to them, that, notwithstanding the directions which it is apprehended the Russian minister had given to rear admiral Elphinstone, the *Neromena*, a Russian ship of war, had again fired guns in Portsmouth harbour, at the setting and discharging the watch, and acquainting their lordships with the steps you had taken upon that occasion. In return, I am commanded by their lordships to inform you, that a copy of your letter was immediately sent to the earl of Rochford, and I send you inclosed a copy of the letter, which I have received from Mr. Sutton, in answer thereto, by which you will see that the Russian minister is extremely sensible of the impropriety of rear admiral Elphinstone's conduct, and that he has promised to write to him thereupon, without loss of time, in the strongest manner. Their lordships do therefore take it for granted, that Mr. Elphinstone will immediately desist from such irregular and absurd proceedings, and that there will not be any ground for a complaint of this nature for the future. Their lordships commanded me to add, that they entirely approve of the steps you have taken in this matter; and I have the honour to be,

"Sir,

"Your most obedient humble servant,

"Vice-adm. Geary, Portsmouth. "PH. STEPHENS."

rupture highly probable, Mr. Geary was re-appointed to the Portsmouth command; and about the same time was advanced to be vice-admiral of the red squadron. Dispatch was particularly required of him in his instructions, and though he had but one flag officer, Mr. Buckle, to assist in a case of such emergency, as to demand the most energetic and laboured exertions, the activity of Mr. Geary appears to have been perfectly equal to the public exigencies.

The dispute having been terminated by the concessions of the court of Spain, concessions not improbably produced merely by the rapidity with which an armament sufficiently formidable to awe them into compliance was equipped, Mr. Geary once more passed into retirement and private life, a station to which no man could do more honour, either as a friend, a relative, or a gentleman; perfectly independent in his principles, strictly honourable in all transactions with which he was connected, and

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“ Whitehall, 26th February, 1770.

“ Sir,

“ Having laid your letter of the 25th, with the inclosure, before the earl of Rochford, his lordship appointed monsieur De Moussin Pouchkin, the Russian minister, to be with him this morning, and acquainted him he had taken it for granted, that, in consequence of his writing, as he had promised to do some time ago, rear-admiral Elphinstone would immediately have desisted from the absurd pretension of firing a gun at the setting and discharging the watch in Portsmouth harbour: but finding by vice-admiral Geary's Letter, communicated to him from the lords of the admiralty, that he had resumed that practice, and declared his intention of continuing it, he was obliged to assure him, monsieur Moussin Pouchkin, that if admiral Elphinstone persisted in it, orders must necessarily be immediately given for him to quit the port; which, as it was the king's wish to give every accommodation possible to the empress's Squadron, must naturally be very disagreeable to his majesty to order, as it would be to himself to convey. The Russian minister seemed extremely sensible of the impropriety of admiral Elphinstone's conduct, and promised to write to him, without loss of time, in the strongest manner, hoping that the orders might be suspended till his letter was received.

“ I am, &c.

“ RICHARD SUTTON.”

Exhibiting

exhibiting on every occasion the character of a man possessing every moral and social virtue\*.

The death of sir Charles Hardy, in the month of May, 1780, caused this gentleman, though at that time in a very indifferent state of health, to return once more to the service: his majesty having been pleased to signify to him, through the earl of Sandwich, at that time first lord commissioner of the admiralty, his intention to appoint him to the chief command of the Channel fleet, in case he thought his health would permit him to undertake such a trust. Mr. Geary immediately repaired to town and declared his readiness to accept of the honourable station his majesty was so gracious as to offer him. Having received his necessary instructions he repaired to Portsmouth, and hoisting his flag on board the *Victory*, a first rate, on the 24th of May, took upon him the command. The fleet consisted of twenty-four ships of the line, with a proportionate number of frigates, fireships, and smaller vessels, commanded, under Mr. Geary, by the admirals Barrington, Darby, Digby, and sir John Lockart Ross†.

The

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\* On the 31st of March, 1775, he was advanced to be admiral of the blue; and, on the 29th of January, 1778, to be admiral of the white.—Mrs. Geary died on the 20th of August following.

† The following are copies of letters written to Mr. Geary by that great and ever to be revered character lord Hawke; one prior to his first putting to sea, the other immediately after his return into port. We doubt not these will be considered extremely interesting, as displaying the private thoughts of so brave and great a commander, even at the latest period of his life, and showing that, however age and disease might have enervated his body, they had nothing impaired the vigour of his mind. Added to this consideration, the terms used by his lordship, certainly displaying the high estimation, in which he held admiral Geary, it would be an injustice to that gentleman's character to suppress any thing that reflects on him so much honour.

“ My dear Sir,

“ This is principally to thank you for the favour of your letter of the 3d instant, and for all the kind acts you have been so kind as to do for my Parson, which was doing every thing in your power. I have this day dispatched him away for town in order to take up his warrant, so that he will be ready at a moment's warning to obey the commands of his captain.

“ I find

The principal and first object this armament was intended to effect being the junction of the fleet of Spain, expected

"I find by the papers that you are getting ready for sea with all the dispatch that is possible, and that you will sail the instant that it is in your power; and though I could wish this could get to your hands first, yet the times are so very pressing from many unfortunate events, that I think the sooner you can get to my old station off Brest the better it will be for my country. When you are there watch those fellows as close as a cat watches a mouse; and if once you can have the good fortune to get up to them make much of them, and don't part with them easily.

"Forgive my being so free: I love you. We have served long together, and I have your interest and happiness sincerely at heart. My dear friend, may God Almighty bless you; and may that all-powerful hand guide and protect you in the day of battle; and that you may return with honour and glory to your country and family, is the sincere and faithful wish of him who is most truly,

"My dear Sir,

"Your most obedient and most humble servant,

"HAWKE."

"P. S. Pray remember me to my friend Barrington, and hope he approves of young Baron.

"F. Geary, esq. admiral and commander-in-chief at Spithead."

"Sunbury, 26th August, 1760.

"My dear Sir,

"I am greatly obliged to you for the favour of your letter of the 20th on your arrival at Spithead; indeed it was more than I expected, well knowing the hurry and bustle you must be in on your first coming into port. I do not wonder at the men being sickly upon so long a cruise: six weeks is long enough in all conscience; any time after that must be very hurtful to the men, and will occasion their falling down very fast. I hope in God they will soon recover, that you may be enabled to proceed to sea immediately, for by all accounts the enemy is out, so that nothing can well stir from home with safety. I wish the admiralty would see what was done in former times, it would be the means of making them act with more propriety, both for the good of officers and men. I take it for granted that the great ones will let you have no rest till they get you out to sea again.

"Although I am in a good deal of pain, and much in the invalid order, yet I cannot refuse myself the pleasure of wishing you all imaginable good fortune when you go out again; and I trust in God your next cruise will prove a happy and glorious one, both for your country and yourself. My good friend, I have always wished you well, and have ever talked freely and openly to you upon every subject relative to the service. Recollect some of these passages; and, for God's sake,

expected from Cadiz, Ferrol and Carthagea, with the French ships that were fit for sea in the ports of Brest, Rochfort and L'Orient, Mr. Geary immediately proceeded off Brest. Nothing material occurred till the 3d of July, when the Monarch, being a head of the fleet on the look-out, made a signal at ten o'clock in the morning for discovering a fleet consisting of twenty sail: these were immediately concluded to be the enemy of whom they were in search, and the utmost alacrity was used in endeavouring to get up with them. The chase continued the whole day, and at five o'clock in the afternoon the headmost ships came up \* with the sternmost of the fugitives,

fake, if you should be so lucky as to get sight of the enemy, get as close to them as possible. Do not let them shuffle with you by engaging at a distance, but get within musket shot if you can; that will be the way to gain great honour, and will be the means to make the action decisive. By doing this you will put it out of the power of any of the brawlers to find fault. I am fully persuaded you will faithfully do your part, therefore hope you will forgive my saying so much on the subject. I find the Russians are gone from the Downs so that you will have no trouble about them. My good friend, God bless you; may the hand of Providence go with you and protect you in the day of battle, and grant you victory over our perfidious enemies: and may you return with honour to your country and family again; these are the sincere and hearty wishes of him who is most truly and faithfully,

" My dear Sir,

" Your most obedient and most humble servant,

" Sir F. Geary.

" HAWKE."

\* A whimsical and entertaining anecdote is related of him on this occasion. Rear-admiral Kempenfelt, who at that time acted as his first captain, was universally and most deservedly esteemed one of the bravest and best informed officers in the service, as to the management, and requisite mode of manœuvring a large fleet previous to the commencement of, and during the continuance of an action itself. Lord Hawke, than whom no man was a sounder judge of nautical abilities, adds, in a postscript to one of his letters to admiral Geary, " I am glad you have got so excellent an officer with you as I am convinced Kempenfelt is: he will be of great service to you." But in the attainment of this universally acknowledged and valuable qualification, he had contracted a habit of using more signals than men less practised in that particular branch of service deemed necessary: of this latter class of commanders was admiral Geary. As soon as the enemy were discovered and the signal made for a general chase, Kempen-

tives, which were now discovered to be nothing more than a convoy from Port-au-Prince, under the protection of a single ship of fifty guns. The chase was continued by the pursuers, who did not bring to for the purpose of securing the ships they passed, leaving that duty to some others of the fleet who were still afloat. Unfortunately a very thick fog came on about seven o'clock and proved the preservation of nearly half the enemy's convoy: twelve sail, however, were captured; and nothing but the accident just related could have preserved the whole of them from falling into the hands of the British fleet\*.

Mr. Geary having continued at sea for upwards of two months, and, having two thousand five hundred sick men on board the fleet, thought it proper as well as prudent to return to Spithead, where he arrived on the 18th of August. Very soon after his arrival he was unfortunately taken ill, and was obliged to solicit permission from the admiralty

Kempenselt, burning with as much impatience as his commander-in-chief to get up with the enemy, though differing in a trivial degree in his idea as to the best mode of effecting it, brought up the signal book, which he opened and laid on the binnacle with the greatest form and precision; admiral Geary, eagerly supposing the chase to be the Brest fleet, went up to him with the greatest good humour, and squeezing him by the hand in a manner better to be conceived than expressed, said quaintly, "Now my dear, dear friend, do pray let the signals alone to day, to-morrow you shall order as many as ever you please."

\* Those taken were the

Voyageur, valued at	-	-	-	£. 15,900
Compte D'Argout	-	-	-	14,500
L'Hazard	-	-	-	10,500
Compte D'Essaing	-	-	-	9,000
Cosmopolite	-	-	-	5,700
Courier	-	-	-	5,500
L'Aurore	-	-	-	5,500
Solitaire	-	-	-	5,000
Marie Therese	-	-	-	5,000
St. Bartholomew	-	-	-	6,900
Eleonore	-	-	-	4,700
Jeune Francois	-	-	-	2,800
Which, with the Compte de Halwied	-	-	-	17,000
And La Marguerite,	-	-	-	18,000

Made in the whole - £. 125,000

board

board to go on shore, to his own house at Polefden, in Surry, in hopes, by that means, of facilitating and hastening his recovery. This, however, he was not able to effect by the time the fleet was ready for sea; and very properly thinking such a trust too consequential to be undertaken by any man, however zealous in the cause of his sovereign and the country, whose imbecillity of body prevented, as it certainly in some degree must, the utmost exertion of the vigour of his mind, which on some, and those too indispensable occasions, must be absolutely necessary: he solicited leave to resign his command, a request which the board of admiralty could not, with propriety, refuse their assent to, however contrary it might be to their wishes.

This gentleman continued to live ever afterwards in retirement, spending the remainder of a life with a character rendered truly exalted by a long and most meritorious service: the grateful remembrance of which procured him the honourable advancement to the rank of a baronet of Great Britain on the 3d of August, 1782. Having attained the advanced age of eighty-six years, he died on the 7th day of February, 1796, most highly revered as a naval commander, and not less sincerely lamented as a friend, a gentleman, and a Briton. In this, therefore, among many other instances, we have the satisfaction of saying, without the imputation of flattery, that honour, benevolence, public spirit, and general worth formed the leading traits of his character, and that mankind have not been so ungrateful as to forget them\*.

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\* We cannot conclude this account without adding an anecdote, the authenticity of which has been confidently reported to us by persons totally disinterested: it is, perhaps, a more just and proper eulogium on the character of this worthy man than the most laboured or highly-finished detail of his services and conduct would have been.

"At the late contested election for the county of K. a sailor was carried down to vote by a gentleman in the interest of Mr. H. but on his arrival at the booth, after enquiring who the other candidates were, of whom sir W. Geary's son was one, immediately declared, with a tremendous oath, that it should never be said he voted against his worthy old admiral's son, for him alone he would poll, and in that instance, at least, kept his word."

GRENVILLE,



**GRENVILLE, Thomas**, — was the seventh son of Hester, sister to sir Richard Temple, afterwards created baron and viscount Cobham\*, and Richard Grenville, of Wotton, in the county of Buckingham, esq. He was born on the 4th of April, 1719, and being brought up to the sea, arrived, at an early age, though not till after regularly passing through the different subordinate ranks with much reputation to himself, at the rank of captain. Suffice it to say, that on the 6th of April, 1742, he was promoted to the command of the *Romney*, a fourth rate of fifty guns. While in this ship he is not otherwise particularly mentioned than as having been employed as a cruiser; in which occupation he had the good fortune to capture, on the 2d of March, 1743, a very valuable Spanish register ship, mounting twenty guns, called the *Santa Rosa*. Captain Grenville continued in the *Romney* till the beginning of the year 1744, when he was appointed to the *Falkland*, a ship of equal force, just launched. His occupation continued the same; but though his activity was not diminished, his success, at least, when considered in a pecuniary light, was considerably so; the most interesting mention we find made of him while he held this command being the capture of a French privateer, of fourteen guns, which he carried into Kinsale in the month of March 1745.

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\* Titles to which this lady succeeded, by limitation, after the death of her brother, on the 13th of September, 1749, and by letters patent bearing date the 18th of the following month, was created countess Temple. "The branch (says Collins) of the family of Grenville, Grenville Greinville, or Greneville, as the name in very ancient times was variously written, has been incontestably seated at Wotton under Barnwood, in Buckinghamshire, at least from Henry the First's reign, which is apparent, as well from the charter of Walter Giffard, earl of Buckingham, hereafter-mentioned, and the register of the abbey of Nulley (within four miles of Wotton) as from 140 deeds, sans date, concerning this family at Wotton, and a regular succession of a great number of dated deeds, which prove the family in every king's reign from king John, to have been possessed of the following manors in Buckinghamshire, viz. Wotton, Chilton cum Easington, Ashington, Ham, Grenville's manor in Hadenham, Nether Winchenden, Policott, Widmore and Foscott; and also divers estates in Dorton, Crendon, Adingrave, Grendon, Brill, Borehall, Kingley, Oakeley, Buckingham, and Wicomb in the said county; besides manors, lands, &c. in other counties."



Towards the end of the year 1746, he was promoted to the *Defiance*, of sixty guns; and, in the month of December, was elected representative in parliament for the borough of Bridport. In the ensuing spring, the *Defiance* was one of the squadron sent out, under the admirals Anson and Warren, to intercept the French squadron under orders for the East Indies, and North America. The particulars of the successful encounter which took place on their meeting have been already given at some length in the lives of the commander-in-chief and sir P. Warren\*, so that we shall content ourselves with saying, as we in justice are compelled to do, that the name of Grenville stands remarkably prominent, even among those heroes who most particularly distinguished themselves. "The *Namur*, *DEFIANCE* and *Windfor* (says the Gazette) being the next headmost ships, soon entered into action; and after having disabled those French ships, with which they were engaged, in such a manner that the British ships astern must soon come up with them, they made sail ahead to prevent the van of the enemy from escaping." His conduct on this brilliant occasion, when he met with his unhappy and untimely death, needs neither the aid of the historian nor the panegyrist. The concise account given by his commander-in-chief speaks of him in more forcible terms than would the best adorned and most polished eulogium. "The loss on our side (says Mr. Anson) was not very considerable, except that of captain Grenville, of the *Defiance*, who was an excellent officer, and whose death cannot be sufficiently lamented†."

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\* See vol. iv. p. 125 and 188.

† His remains were interred at Wotton. The following account is extracted from a letter, dated Gosport, May the 26th.

"On the 22d, about two o'clock in the afternoon, the corpse of that truly British commander, captain Grenville, was landed in Stoke's bay, where a hearse waited to receive it, to carry it to be buried in the vault belonging to the family. The corpse was attended by all the boats of the squadron at Spithead, to which he belonged. His sword was drawn and laid across his coffin; and from the time of the boats putting off from the ship's side to their landing, minute guns were fired by the whole squadron, who likewise hoisted their colours half-mast high on the melancholy occasion. He was a gentleman of true  
courage

The above much-to-be-lamented event took place on the 3d of May, 1747.

HODSELL, James,—we find to have been employed as commander of the *Anne* Galley fire-ship, a vessel attached to the Squadron, under the orders of Mr. Lestock on the Mediterranean station, in the month of April 1742. He

courage and conduct; a humane and generous commander, never failing to reward merit where he found it. He was as easy of access to the meanest sailor as to any of his officers, and never failed to reward or punish according to the merit of the case. His officers respected him, his sailors loved and esteemed him as their father: in short,

“He was, but words are wanting to say what;  
Say all that’s good and brave, and he was that.”

A superb monument is erected to his memory in Stow Gardens, with the following inscriptions in Latin and English.

Sororis suæ filio  
THOMÆ GRENVILLE,  
Qui navis Præfectus regie  
Ducente classem Britannicam Georgio Anson,  
Dum contra gallos fortissimè pugnaret  
Dilaceratæ navis ingenti fragmine  
Femore graviter percusso  
“Perire,” dixit moribundus, “omnino fatius est  
Quam inertie in judicio fisci.”  
Columnam hanc rostratam.  
Laudans at mærens posuit  
Cobham,  
Insigne virtutis, cheu! rarissimæ  
Exemplum habes  
Ex quo discas  
Quid virum præfecturâ militari ornatum  
Deceat  
MDCCLVII.

“Translation.

As a monument to testify his applause and grief, Richard, lord viscount Cobham, erected this naval pillar to the memory of his nephew, captain Grenville, who, commanding a ship of war in the British fleet, under admiral Anson, in an engagement with the French, was mortally wounded in the thigh by a fragment of his shattered ship. Dying, he cried out, “*How much more desirable is it thus to meet death, than, suspected of cowardice, to fear justice!*” May this noble instance of virtue prove instructive to an abandoned age, and teach Britons how to act in their country’s cause,

is particularly mentioned in the dispute between that gentleman and captain Barnet, but only as the official bearer of the different letters and messages which passed between them on that occasion\*. From the vessel just mentioned, he was, on the 24th of July, 1742, promoted to be captain of the Dursley Galley, a twenty gun ship. This appointment appears to have been made merely for the purpose of giving him rank, for in a few days afterwards, that is to say on the 9th of the ensuing month, the Dursley Galley was commanded by captain De L'Angle, who had not at that time the rank of captain. Mr. Hodfell's next command was that of the Diamond frigate, which also was of short duration, and in which we do not find any interesting mention made of him. His third ship was the Feversham, of forty guns, into which he removed previous to the encounter with the French and Spanish fleets off Toulon; but on which occasion nothing farther is related of him, than that he was stationed to attend the division of Mr. Lestock. He was one of the members of the court-martial convened at Mahon, on the 28th of January, 1745, for the trial of captain Richard Norris, which is the only notice we observe taken of him till the month of May 1746, at which time he was captain of the Nonfuch on the same station. It is not improbable he continued there during the remainder of the war, as we have no account of his having been employed in any other quarter. He is said to have commanded a third rate after the Nonfuch; but have no farther authentic particulars concerning him except the mere memorandum of his death, which happened on the 6th of April, 1754.

HOLMES, Charles,—was a descendant from the same honourable family with sir Robert Holmes, of whom an account has been already given. Of the earlier part of this gentleman's service, however meritorious it might be, no mention is made: our information concerning him, that of his family only excepted, commencing with his appointment, on the 20th of February, 1742, to be captain of the Sapphire, of forty guns, a cruising ship. On the 25th of December following he distinguished himself

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\* See vol. iv. p. 213, et seq.

in a very remarkable manner by the attack of a number of privateers in the harbour of Vigo. We cannot, perhaps, do greater and more material justice to his bravery than by giving the account in the precise terms of that officially published\*.

Except that, about the commencement of the rebellion, he was captain of the *Enterprize*, we have no intelligence of this brave and worthy gentleman till the end of the year 1746, when we find him in the *Lenox*, a seventy gun ship, on the Jamaica station. He was one of the members of the court-martial held at Port Royal for the trial of captain Crookshanks, and in the month of September 1748, was ordered home as convoy to the fleet of merchantships bound from thence. The *Lenox* was so weak a ship, and in so bad a condition,

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\* "February 8th.—His majesty's ship the *Sapphire*, captain Holmes, being on a cruise off the coast of Portugal, Dec. 25th, saw two sail and gave chase. About two o'clock in the afternoon the two sail parted, one keeping her wind, the other bearing away. He continued chasing the former, and about five took her, she being a Spanish privateer of about fifty tons, with eight carriage six swivel guns, and fifty-two men. It being then calm, captain Holmes immediately shifted her men into his ship, and put a lieutenant and thirty men on board her to row after the other vessel, which they came up with the next evening and retook, when they found her to be a sloop from Limerick, bound to Lisbon with butter.

"On January 11th, captain Holmes was informed by the master of a Dutch ship, who had been ill-treated by a privateer at Vigo, which place he left the 8th, that there were five privateers in that harbour, two of them cleaning on the sand, and the other three near them at the quay: that in the town, by the church, they had mounted six six pounders on a new battery; and on a plain, to the southward of the quay, six or eight guns, from three to four pounders. Upon this intelligence captain Holmes sailed for Vigo, and on the 15th came off that town. When his ship was about half a mile from it, the Spaniards fired from their twenty-four pound battery on the quay. One of the shot dismounted one of the *Sapphire's* lower deck guns, killed one man, shot off another's leg, and the arm of a third, wounding with the splinters five or six more. Another shot went through the center of her fore-mast, about seven feet above the forecable; a third took her between wind and water, and lodged in the carpenter's store-room. Captain Holmes ran a little farther in and came to an anchor; having brought his broadside to bear on the batteries and privateers, he began firing about twelve o'clock, and between two and three the two privateers, which were afloat, sunk; the other privateers, which were on the sand, received many shot in them, by which they are rendered unserviceable, at least for some time."

that

that twenty-four of her guns were taken out in order to enable her to make the passage home with greater safety. Captain Holmes not being able to get through the windward passage bore away through the gulph, and on the 29th of September fell in with admiral Reggio's Squadron, consisting of six large ships of the line and a frigate. The proper precautions were immediately, and, as it proved, successfully taken for the security of the convoy: as soon as this object was attained, though reasons existed which, to a man not thoroughly animated with the love of his country and zeal for the service of his sovereign, would have been more than sufficient to induce him to pursue his voyage, captain Holmes, with the most laudable decision as well as spirited resolution, changed his course and proceeded to the Tortuda bank, off which he knew Mr. Knowles, the commander-in-chief, was then cruising, in the double hope of giving him information of the enemy, and assisting in their defeat.

He was fortunate enough to fall in with the British squadron on the 1st of October; but though he behaved, during the subsequent action, with that bravery and gallant spirit, which it is notorious he displayed on all possible occasions, yet was he not fortunate enough to escape the censure of Mr. Knowles, a censure, as it is said, secretly, and therefore improperly spread. This, propagated by the industrious calumny and envy of men less honourable than himself, at last reached the ears of Mr. Holmes, and induced him to demand a court-martial; but it did not take place till January 1750, the subsequent month to that in which Mr. Knowles himself had been tried and gently reprimanded.

We cannot act more candidly than by simply inserting the resolution of the court, than which none, perhaps, was ever more honourable to the party accused.

"The court, in pursuance of an order from the honourable the lords of the admiralty, to William Rowley, esq. (dated the 1st of last month) proceeded to enquire into the conduct and behaviour of capt. C. Holmes, upon a charge exhibited against him, by rear-admiral Knowles, for bad conduct, breach of orders, disobedience of signals, and not doing his utmost to take and endamage a Spanish squadron, in an action off the Havannah in 1748.

Having heard the witnesses produced both by Mr. Knowles and the prisoner, and thoroughly considered their evidence, the court unanimously agree, that it hath appeared captain Holmes behaved like a good and gallant officer during the whole action: that he likewise shewed very good conduct, for the preservation of his convoy when he fell in with the Spanish squadron, a day or two before the action, and also great zeal for his king and country in quitting his homeward course to go in quest of rear-admiral Knowles, in order to inform him of that squadron, and to strengthen him with the addition of his ship, the better to enable him to engage them, when he had at the same time not only a large part of his own fortune on board the ship, but was pressed by the passengers to proceed directly home. The court do therefore unanimously agree to acquit captain Holmes, with honour, of every part of the charge exhibited against him; and he is accordingly hereby honourably acquitted."

In the month of January 1753, he was appointed captain of the *Anson*, of sixty guns, a guardship at Portsmouth. We believe him to have, not long afterwards, removed into the *Lenox*, of seventy guns, other accounts say the *Somerfet*, a ship employed as the former. In the month of March 1755, he was captain of the *Grafton*, also a third rate, one of the squadron dispatched in May following, under Mr. Holburne, as a reinforcement to Mr. Boscawen, who had previously sailed for North America. During the ensuing year he was again employed on the same station, with the rank of commodore, still continuing on board the *Grafton*. This summer's service was rendered remarkable by a very spirited encounter he had with a small French squadron, though of force infinitely superior to that of the English. It took place off Louisburg, and his conduct on this occasion we shall probably best describe by inserting the following plain and modest account of the transaction, given by the commodore himself in his letter to the admiralty board.

" *Grafton*, off Louisburg, Aug. 25, 1756.

" On the 26th of July I was cruising in his majesty's ship *Grafton*, with the *Nottingham*, the *Hornet* and *Jamaica* sloops, off Louisburg, about three leagues south by east.

At

At eight A. M. the man at the top-mast head discovered four sail to the north-east, directly to windward: we gave chase, and made our first board to the southward, they steering directly for us till within two leagues. We tacked in hopes to have cut them off from their port, as they hawled in for it. At half past one P. M. they came to an anchor in their harbour; a little afterwards we brought to about a league from it and hoisted our colours, the lighthouse bearing north as we lay. At four we made sail to the eastward: soon as it was dark I dispatched the *Hornet* for Halifax, with orders for captain Spry to send out some of the ships under his command to come and join me; we then stood on as before, till three o'clock, when we tacked and stood in for the land. At seven in the morning of the 27th, the man at the mast head called out he saw six sail under the land: about eight o'clock I could see four ships in chase of us; I could, with my glass, make them to be men of war, and see the French commodore's white pendant very plain. On this I stood from them to the south-east, about a point from the wind, which drew them from their harbour, and thought it the best of our sailing, for I judged them above our match or they would not have come out of their port again in so few hours: I believe they had only put their sick and lumber on shore and taken troops off, for they were very full of men. At half past one, P. M. the headmost of the French Squadron, a frigate of about thirty-six guns, fired on the *Jamaica* sloop, which she returned, and rowed at the same time up to the *Nottingham*. On our firing at the frigate she hawled her wind, and the *Jamaica* bore away to the south-west, which the French commandant observing, made a signal for the two frigates to chase the sloop, which they immediately obeyed. About two the *Nottingham* fired her stern chase at the French commandant, which he returned with his bow; and soon after I fired mine. Finding our shot reached each other, hauled up my courses, bunted my main-sail, and bore down on the French commodore, being about a quarter of a mile from him: it fell calm and we began to engage, he being on our starboard side, the other large French ship a-stern of him, and the *Nottingham* on our larboard bow; the two frigates a mile from us, and the *Jamaica* some-

thing more. Though the French commandant held us so cheap at first as to send his frigates away, he was soon so sensible of his mistake, that, the instant there was any wind, he made the frigate's signals to rejoin him; and, fearing they did not come fast enough to his assistance, bore down to them and was followed. At seven they were all close together; at dusk the action ceased; they standing to the southward and we to the S. S. E. Our men lay at their quarters all night expecting to renew the action in the morning. At daylight the French ships bore N. W. by W. distance four or five miles, going away with little wind, at E. S. E. right before it, for Louisburg. We wore and stood to the westward, but they never offered to look at us. The wind freshening, they sailed much better than our ships, and the weather growing hazy we lost sight of them about noon. Their chief fire was directed at our masts, which they wounded, as well as cut our stays and rigging considerably. I had one lower-deck gun dismounted and one upper; six men killed and twenty wounded, which is all the damage the Grafton received."

On the return of this gentleman to England he was appointed one of the members of the court-martial held for the trial of the unfortunate admiral Byng. In 1757 he returned to the American station under the command of Mr. Holburne, the few particulars of which uninteresting expedition have been already given in our account of that gentleman: to these we have only to add, that the Grafton was separated from the body of the squadron; and having lost, not only her masts but her rudder, was, with the greatest difficulty, navigated to England; nor could she have been preserved but by the most extraordinary exertions and the invention of a substitute rudder, contrived by rigging out a spare top-mast from the stern. In short, the preservation of his ship may be considered as one of the most extraordinary interventions of Providence, in support of human efforts almost unparalleled.

In 1758 Mr. Holmes was employed at home, and was sent commodore of a small, but very successful expedition, to Embden in Germany. It deserves particular relation, more on account of his activity, than the consequence attending it. The force appears to have consisted only of the Seahorse, on board which ship Mr. Holmes himself

was,



was, and the Strombolo; but from the tenor of the account, and the particularly benevolent expressions used in it, we shall, as in the preceding instance, give it in his own words.

“ It is with the greatest pleasure that I acquaint my lords commissioners of the admiralty of the success of his majesty's ship in this river\*.

“ The enemy had not suffered the buoys to be laid this year, thinking by that means to obstruct any attempts for the recovery of Embden by sea: it was therefore with equal surprize and concern, that they observed the arrival of his majesty's ships Seahorse and Strombolo. After having doubled the number of their workmen upon the batteries they had begun, they set about raising three more towards the sea with all expedition, expecting to be attacked from that quarter.

“ On the 17th the Seahorse and Strombolo anchored between Delfziel and Knock, and on the 18th they came to their station between Knock and Embden, by which the enemy saw themselves cut off from all communication down the river.

“ They continued working on their batteries towards the sea, but at the same time made all the necessary preparations for evacuating the place.

“ The garrison consisted of one thousand three hundred French foot, one thousand two hundred horse, one thousand one hundred Austrian foot, and two companies of artillery of sixty men each, in all three thousand seven hundred and twenty.

“ On the 19th, at six in the morning, the French troops were under arms, and marched out of the town before night. On the 20th the Austrians began their march at nine in the morning.

“ About noon, and not before, I had intelligence of these operations, and that they had been transporting their baggage and cannon up the river in small vessels over night, that one of them was lying round a point of land at some distance from us to go up by next tide. As soon as we could stem the tide I dispatched an armed cutter and two of my boats, who came up with the vessel we had intelligence of, and took her. I reinforced them

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\* The Elbe.

by another boat; and the whole detachment, commanded by captain Taylor, continued the chace up the river. The enemy at this time lined both sides of it, and gave the first fire on the boats, who were then nearly up with three of their armed vessels. The fire was briskly returned on our side, in sight of their army, and under their fire; captain Taylor came up with one of them, attacked her, drove her on shore and carried her, after a short skirmish. The officers and men left the vessel to recover the shore; in attempting which, some of them were killed by the fire from our boats. The other two vessels, which had the cannon on board, got clear, under favour of the night and cover of their army.

“The first vessel taken had the son of lieutenant-colonel Schollheens, of prince Charles of Lorrain’s regiment, one corporal and one pioneer on board, with some baggage belonging to the lieutenant-colonel. There was some money found, which, partly from the specie, and partly from the manner of its being made up, was concluded to be pay for the troops, and therefore detained, together with the corporal, the pioneer, and all the little implements of war they had with them. As for the son he is but a boy, and not of an age to be regarded as an enemy, for which reason I have sent him on shore to be returned to his father, with all his and his father’s effects; and have written to lieutenant-colonel Schollheens, saying, that upon his giving me his honour the money is truly his private property, it shall be returned.

“Another vessel was taken which had on board major de Bertrand; M. Van Longer, commissary of war; M. Trajane, adjutant de la place; M. le Bouffe, lieutenant of artillery, and a guard of private men, with three hostages which they had carried off from Embden. From them I had the account I have already given to their lordships, of the happy effect the presence of his majesty’s two ships have produced, by occasioning the sudden evacuation of the enemy out of the town of Embden. This service is the more essential, as advice was received at the Hague, on the 18th, that the French, in East Friesland, had received counter orders, and were conveying all their magazines to Embden.”

• This

This gentleman was, not long after this time, advanced to be rear-admiral of the blue, but is not otherwise particularly mentioned during the course of the current year than as having been employed in the Squadron, commanded by lord Anson, in the blockade of Brest, and in covering the desultory expeditions made on the French coast in the course of that year. Early in 1759 he was fixed upon to be third in command of the fleet destined for the expedition against Quebec; but, previous to the actual commencement of the undertaking, was ordered, with a convoy of sixty transports, for New York. He accordingly hoisted his flag on board the *Somerfet*, of seventy guns, and sailed from Spithead on the 14th of February with the *Northumberland* and *Terrible*, of seventy-four guns each; the *Trident* and *Intrepid*, of sixty-four; the *Medway*, of sixty; the *Maidstone*, *Adventure*, *Diana*, *Trent*, *Europa*, *Vestal*, *Eurus*, *Boreas*, and *Crescent* frigates. Having, after his arrival at New York, taken the necessary measures to expedite those particular branches of service, for the accomplishment of which he had been dispatched, he joined, off *Louisburg*, vice-admiral Saunders who had sailed from Spithead three days after his departure. In the different operations previous to the actual siege, which we have already said was the immediate object of this armament, he was engaged in supporting brigadier-general Murray in an attack of several of the magazines, belonging to the enemy, collected above the town. Mr. Holmes went ten or twelve leagues up the river, and then found it impracticable to proceed farther. In the month of September he was particularly employed in dividing and distracting the attention of the enemy at the time general Wolfe meditated and effected that landing which was productive of his own fame and death, together with the ever-to-be-remembered victory on the heights of Abraham. His services on this occasion were so highly esteemed that he received the thanks of the house of commons, of which he had been for some time a member, as representative for the borough of Newport, in the Isle of Wight, a station he retained in the succeeding parliament till the time of his death. He returned at the conclusion of the year to England, where he

he remained during the ensuing winter, in which time he was promoted to be rear-admiral of the white.

Early in the spring he was appointed commander-in-chief on the Jamaica station, as successor to Mr. Cotes; and having hoisted his flag on board the *Cambridge*, sailed from St. Helen's on the 16th of March, 1760. He arrived at Jamaica on the 13th of May following. So active was he in the disposition of his cruisers, that, in the month of October, four out of five \* French frigates were either taken or destroyed; and, not long afterwards, eight privateers, and a frigate called the *Bien Aime*, shared a similar fate. In the month of June ensuing he had the additional good fortune of causing the capture of the *St. Anne*, of sixty-four guns, which is thus officially related by the *Gazette*.

“ Admiralty-office, July 28, 1761.

“ Rear-admiral Holmes, having intelligence that several ships of war of the enemy had sailed from Port Louis on the 5th of June, as also that the *St. Anne* French ship of war had sailed from Port-au-Prince on the same day, he disposed several ships of his squadron in the manner he thought most likely to meet with those of the enemy. In the morning of the 13th the *Hampshire* fell in with the *St. Anne* to windward, and chased her right down upon the *Centaur* to leeward. Upon discovering the *Centaur*, the *St. Anne* hauled up, and was kept between the two ships till she was run quite in shore, and becalmed about a league to the northward of Donna Maria Bay, when she began to fire her stern chase. Soon after one o'clock the *Centaur* got close alongside the *St. Anne*, and she struck her ensign. She is a very fine ship constructed for sixty-four guns, and had on board six twenty-four pounders, twenty-six twelve pounders, and eight eight pounders, with three hundred and eighty-nine persons; was commanded by M. Aquillon, and was carrying home a cargo of indigo, coffee and sugar, to the value of nine million of French livres.”

This is the last memorable mention we find made of this brave and truly worthy man, who died at Jamaica

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\* Three of them belonged to the king, the other two to the merchants.

on the 21st of November ensuing, leaving behind him a reputation most truly unfulfilled, and a character highly revered, whether considered in the light of a private citizen, or a public commander.

MOLLOY, Sir Charles.—We have very little to add, in our account given of this gentleman, to that afforded us in the inscription on his monument. The only particulars not recorded there are, that he took post on being appointed to the command of the Royal Caroline yacht on the 6th of April, 1742; and, in 1746, was one of the members of the court-martial assembled at Deptford, for the trials of the admirals Mathews and Leftock. He was buried in the chancel of Shadoxhurst church, in the county of Kent, where a marble monument is erected to his memory. The upper part consists of angels heads in the clouds; under which is written, "Blessed are the dead which die in the Lord." In a marble medallion is the head of the deceased, supported by an infant weeping, surrounded by military and naval ornaments. Beneath this inscription.

Sir CHARLES MOLLOY, knight, lord of this manor, late captain of his majesty's ship Royal Caroline, sometime a director of Greenwich-hospital, an elder brother of the Trinity-house, and one of his majesty's justices of the peace for the county of Kent, &c. After a long and faithful service of near sixty years in the royal navy, where he went very young with king William's letter, in the latter part of his war with France, and served in that and all queen Anne's wars, he gradually rose to the rank of lieutenant, after the hard fought battle off Malaga, in the Mediterranean, with the French fleet, in the year 1704, being then in the Royal Oak, who had a large share in that day's action. In this post he continued till the year 1710, when he was by the earl of Berkeley, who then commanded the fleet, appointed captain of his majesty's yacht the William and Mary, in which, and afterwards in the Mary yacht, he served until the 7th day of April, 1743; his majesty being then on board at Gravesend, and the royal standard hoisted, he was pleased of his royal  
favour,

favour, to confer on him the honour of knighthood, in all which employs he ever discharged his duty as became an officer and a seaman. He was twice married. His first wife was Ann, relict of Isaac Elton, esq. son of sir Ab<sup>m</sup>. Elton, bart. of the city of Bristol. He afterwards married Ellen, eldest daughter of Jn<sup>o</sup>. Cork, esq. of Swifts, near Cranbrook in the county of Kent. She left no issue, and departed this life August 24, 1760, ætatis suæ 60.

Ens entium miserere mihi.

PARRY, Francis,—in the earlier part of his service as a naval officer, was lieutenant of the *Monmouth*, and afterwards of the *Berwick*. In 1741 he was commander of the *Grampus* sloop of war, and distinguished himself very much under the command of captain Harrison, of the *Argyle*, in cutting five prizes out of the harbour of Redondella. On the 10th of February, 1742, he was promoted to be captain of the *Greyhound* frigate, and being almost immediately afterwards ordered to Lisbon, died there on the 17th of April following. In Mr. Hardy's list he is erroneously said to have died in the West Indies on the 19th of May, 1761.

PRITCHARD, John,—was, on the 5th of February, 1742, appointed captain of the *Lyme*. In the month of September following he was ordered to *Elfinore* in order to convoy from thence the homeward-bound Baltic trade. Immediately after his return he was removed into a ship of twenty guns, which, in all the accounts we have seen, is called the *Revenge*. But we apprehend this to be a mistake, as no ship so named, and of that force, appears to have been in the navy. This gentleman, in 1744, commanded the *Severn*, of fifty guns; in which ship he continued also but a short time. He afterwards was successively commissioned to the *Devonshire* and the *Duke*, but in what year or years we do not precisely know. In 1758 he was put on the superannuated list with the rank and halfpay of a rear-admiral. Having thus honourably retired from the service he continued to reside at Plymouth, where he died about the year 1779.

RODNEY, Lord.—We have but few particulars relative to this nobleman, in addition to that account published of his life and family by Collins: nevertheless,

this circumstance we hope will not be considered as a want of industry in us, but as a proof of the general care and correctness of that heraldic author.

GEORGE BRIDGES RODNEY was the second son of Henry Rodney, of Walton-upon-Thames, in the county of Surry, esq. and Mary, eldest daughter and co-heir to sir Henry Newton, knight, envoy-extraordinary to Genoa, Tuscany, &c. LL.D. judge of the high court of admiralty, and chancellor of the diocese of London. He was born in the month of December 1717, and was baptized in the parish of St. George in the Fields, in the county of Middlesex, on the 13th of February following. Having entered at a very early age into the navy, he gained much reputation and esteem, while in the more subordinate ranks, of those who were his superiors in command. He was taken, early in the year 1742, by Mr. Mathews, to be one of his lieutenants when that gentleman proceeded to the Mediterranean as commander-in-chief on that station, having his flag on board the *Namur*. He was promoted by that admiral to be captain of the *Plymouth*, of sixty guns, on the 9th of November 1742. This commission was confirmed by the admiralty board, but he removed, not long after his return to England, into the *Sheernefs*, a frigate of twenty guns. This commission was dated in the month of August 1743; and about the same time in the ensuing year he was promoted to the *Ludlow Castle*\*, of forty-four guns. He does not appear, during this period, to have met with any opportunity of acquiring either fame, popularity, or fortune.

How long he continued in the *Ludlow Castle* is not precisely known, but could not have been for any great length of time, for, in the month of May 1746, he was captain of the *Eagle*, a new ship of sixty guns, then employed as a cruiser on the Irish station. In this occupation he had the good fortune to capture two very stout privateers, one of them a Spaniard, called the *Esperance*, of sixteen guns with one hundred and thirty-six men, which he carried into Kinfale; and the other a French ship, formerly the *Shoreham* frigate, and when captured retaining the same name, carrying twenty-two guns and two hundred and sixty men. He came up with the latter after a chase of sixteen

\* Some accounts have, though we believe erroneously, stated his second appointment to have been to the *Phoenix*.

hours, and carried it into Crookhaven in the month of October. He continued in the *Eagle* during the remainder of the war, and was one of the commanders under the orders of rear-admiral Hawke, in the month of October 1747, at the time he attacked, and defeated L'Etendiere's squadron. On this occasion he behaved with much spirit, and may be said to have then laid the foundation of that popularity he afterwards in so high a degree possessed.

The *Eagle* was, at one time in the action, engaged with two ships at once; and, in consequence of having been so warmly concerned, had her wheel shot away, as well as her braces and bowlings, so that the ship was absolutely ungovernable. In this very shattered condition she fell on board the *Devonshire* at the very time the admiral was crowding into action to her support. Captain Rodney was, in the month of November following, one of the principal evidences against captain Fox, of the *Kent*; and declared, that while he was engaged between two fires, as already described, captain Fox had it in his power to have come up to his support, but did not. It is, however, the opinion of some, that captain Rodney was, on this occasion, rather too harsh and severe, owing, probably, to that degree of irritation which some men feel, when they conceive themselves neglected or abandoned.

The peace had not been long concluded when captain Rodney was, in the month of March 1749, appointed to the *Rainbow*, a fourth rate; and, on the 9th of May following, was nominated governor and commander-in-chief in and over the island of Newfoundland. Immediately afterwards he proceeded thither with the small squadron annually sent there, in time of peace, for the protection of the fishery. In the ensuing year he was similarly occupied with the additional employment of searching for an island, said to have been discovered in latitude 50° N. about three hundred leagues to the westward of Scilly. He was not, however, fortunate enough to discover this Utopian country. In the *Reading Mercury* of April 16, 1752, and not improbably in many other newspapers of the same date, is the following article of intelligence.

“Commodore Rodney arrived this day at Woolwich: he cruised ten days in quest of the island said to have been discovered by captain Acton. The men at the mast head were



were more than once deceived with those appearances which the sailors call fog banks, *which we may suppose to have been the best solution of the supposed discovery.*"

In the month of May 1751, a day or two only after he had failed on the expedition (if it deserves that name) last-mentioned, he was chosen representative in parliament for the borough of Salford. Some time after his return he married, on the 2d of February, 1753, Miss Jane Compton, daughter of Charles Compton, esq. and sister to Spencer, then earl of Northampton. He was about the same time appointed captain of the Kent, of seventy guns, commissioned as a guardship at Portsmouth\*. He retained the above command till the year 1755, when he was promoted to the Prince George, of ninety guns, at Portsmouth. This ship not being employed on any memorable or distinguished service, we do not find any particular mention made of captain Rodney till the year 1757, when he commanded the Dublin, of seventy-four guns, to which ship he was appointed in the month of April. He served this year, under the command of sir Edward Hawke, in the memorable but too successful expedition against Rochfort; and, as being the oldest captain in the fleet, was one of the members of the council of war. In the following spring he was ordered to Louisburg with admiral Boscawen; but his having been a party concerned in this expedition was merely accidental, he having been ordered out to supply the place of captain Bentley, whose ship, the Invincible, was unfortunately lost by running on a shoal in going out.

Nothing material occurred to him while thus employed, except that the Dublin being very sickly he was obliged to bear away for Halifax. This was the last service in which he was engaged as a private captain, for, on the 14th of February, 1759, he was advanced to be rear-admiral of the blue. The first occupation in which he was employed as a flag officer, was the command of a small squadron of ships of war and bomb vessels, equipped

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\* During this period, that is to say some little time after the meeting of the new parliament, he was returned as member for the borough of Oakhampton.

for an expedition against Havre de Grace, where, as it was said, a large quantity of flat boats were built or collected, and a variety of other preparations still more formidable and expensive were making, in aid of the armament equipping, by order of the French government, for the invasion of Great Britain or Ireland.

This service he executed, having hoisted his flag on board the *Deptford* with the greatest adroitness, dispatch and success, for, having on the 3d of July, anchored in the great road of Havre, he immediately made the necessary dispositions to carry his orders into execution. The bomb-ketches were placed in the narrow channel of the river leading up to Harfleur, that being the most proper, and, indeed, only spot from whence the expected destruction could be effected, the ships of war being at the same time judiciously stationed to support and protect them. All these necessary and preliminary arrangements being made early in the morning of the 4th, the bombardment immediately commenced and continued, without intermission, for fifty-two hours. So successfully was this service executed that the town was repeatedly in flames in different parts: the grand magazine of stores for their flat boats burnt with the greatest fury for six hours, in spite of every possible effort made by the enemy to extinguish it. A considerable number of the boats themselves were overfet, sunk, or so much damaged as to be of no farther service. To complete the good fortune which attended the operations of this little armament, this success was achieved with very inconsiderable loss to the bold assailants, though many of the enemy's shot and shells fell and burst among the boats and bomb-ketches. "Thus had Mr. Rodney the happiness (as Collins remarks) of totally frustrating the designs of the French court, and so completely ruined not only the preparations, but the port itself, as a naval arsenal, so that it was no longer in a state to annoy Great Britain during the continuance of the war."

In the month of August he again repaired to his station, but no farther injury to the enemy remained to be effected. On the 24th of September he returned into port to victual, and so expeditious was he, that in two days afterwards he once more sailed for Havre; so that, by keeping the enemy in a perpetual state of alarm and anxiety, he  
rendered

rendered them incapable of making the smallest effort to restore or repair those shattered remains which the preceding conflagration had left undestroyed. He continued occupied precisely in the same line of service during the year 1760, but the only remarkable occurrence which took place was the destruction of some of the enemy's boats in the month of July, a service more remarkable and useful from the consequences it produced than for what immediately appeared on the face of the encounter itself.

He drove five flat-bottomed boats ashore that were laden with cannon and shot, and totally destroyed them, together with a fort, under which they ran for protection, at Port Bassin; at the same time ten others which were in company, escaped, with the greatest difficulty, up the river Orne, leading to Caen. The enemy had sailed in the middle of the day, with the greatest confidence, from Harfleur, having their colours flying, and making all the extravagant parade frequently attendant on presumptive security. The hills on each side of the river, and the walls of Havre de Grace, were covered with spectators, who were astonished that the English squadron made no motion whatever. The admiral knew it would be to no purpose to attempt any thing till the vessels had passed the river Orne, as, till then, they had it in their power to take shelter in several small ports: however he kept his eye constantly on them, and had given directions to his squadron to be ready the moment he made the signal to chase. When the enemy got the length of Caen river they kept standing backward and forward upon the shoals, and the admiral plainly perceived they intended to push for it after dark; upon which he gave directions to his small vessels, the moment the day closed, to make all the sail possible for the mouth of the river Orne, to cut off the enemy's retreat, and with his other ships made the utmost dispatch, without signal, for the steep coast of Port Bassin. This had the desired effect; the enemy were met by two of his squadron, disguised like Dutchmen, who turned them, off Point Percee: when perceiving their retreat cut off, they ran ashore and met the fate just described. They were remarkable fine vessels upwards of one hundred feet long, and capable of containing from three to five hundred men for a night's run. This success had the desired

effect, the enemy having unloaded one hundred other boats that were ready to sail, and sent them all up again to Rouen.

He continued on the same station during the remainder of the year, and for a considerable part of the ensuing, displaying much diligence and obtaining many advantages, which, though of a trivial nature, were all which the caution of the enemy would permit him to obtain. In the new parliament convened in 1761, he was elected member for Penryn, in Cornwall, and in the following autumn was appointed commander-in-chief of the expedition then fitting out for the reduction of the French island of Martinico. He sailed from Spithead, on the 18th of October, in the Marlborough, with the *Modeste*, *Vanguard*, *Nottingham* and *Syren*; the *Grenada*, *Thunder* and *Basilisk* bomb-ketches, with the *Fly* sloop of war. He arrived in the beginning of November at Barbadoes, where he was joined by commodore Barton and a convoy from Belleisle, with a part of the army that had been just before employed in the conquest of that island; as he was soon afterwards by a second corps from North America, under the command of general Monckton. All the troops, and ships destined for this expedition, being collected, the rear-admiral proceeded to Martinico, off which island he arrived on the 7th of January.

The neighbouring batteries of the enemy, which defended the coast in St. Anne's bay, being silenced, the troops were landed, without farther opposition, on the 16th, at Cas Navire. Such vigorous measures were pursued that the citadel of Fort Royal surrendered on the 4th of February; and the Pigeon Island, which formed the principal defence of the harbour, in three days afterwards. These successes were preliminary not only to the surrender of the whole colony, which capitulated on the 13th of the same month, but to that of the islands of Grenada, St. Vincent's, St. Lucia, and, in short, all the French possessions in the West Indies, which passed under the Dominion of Great Britain immediately afterwards.

Towards the conclusion of the \* year Mr. Rodney was advanced to be vice-admiral of the blue, and was raised to the dignity of a baronet of Great Britain, by letters patent bearing date January 21, 1764. In the month of No-

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\* On the 21st of October.

ember \* 1765, he was appointed master of Greenwich-hospital. In the month of November 1767, he was one of the vice-admirals who supported the canopy at the funeral of his royal highness the duke of York. In the year 1768, on the dissolution of the parliament, he offered himself as a candidate for the town of Northampton. His election for that place he carried against Mr. Howe by a poll of 611 to 538, after a strong and very expensive contest, by which he very considerably impaired his fortune. In the month of October 1770, he was progressively advanced to be vice-admiral of the white and red squadrons; and, in the month of August 1771, to be rear-admiral of Great Britain. In the very early part of this year he resigned the mastership of Greenwich-hospital, and was immediately afterwards appointed commander-in-chief on the Jamaica station, whither he repaired, having his flag on board the Princess Amelia, of eighty guns. The appointment of this ship to that service was intended as a particular and pointed compliment, it being extremely unusual to send a three-decked ship on that station, except in time of actual war. It is said the command in India was offered to him, which he declined, entertaining hopes of being appointed governor of Jamaica in case of the death of sir William Trelawney, who then held that post, and was said to be in an ill state of health.

In this hope sir George was disappointed, and on his return to England at the expiration of the time allotted for the continuance of his command, retired to France, where he lived some years in obscurity, and, as it is confidently asserted, in rather distressed circumstances. On January 29, 1778, he was advanced, being then absent in France, to be admiral of the white. The war breaking out soon after this time, sir George was enabled, by the liberal loan of a French nobleman, which he afterwards very honourably repaid, to revisit his native country and solicit a command. He did not, however, receive any appointment till the end of the year 1779, when he was nominated commander-in-chief on the Leeward Island station; he accordingly hoisted his flag at Portsmouth,

\* Erroneously stated, by Collins, December the 3d.

on board the *Sandwich*, a second rate. Intelligence was about that time received by the admiralty-board, that the Spaniards had a force of twelve or thirteen ships off Cape St. Vincent, having procured information that sir George was under orders, in his way to the Leeward Islands, to protect a convoy into Gibraltar for the relief of that garrison, then heavily threatened with a siege, which soon afterwards in reality commenced. The force intended to proceed with him to his ultimate destination was to consist, exclusive of the flag-ship, only of three third rates of 74 guns each, namely, the *Ajax*, *Terrible* and *Montague*; and the treacherous intelligence afforded to the Spaniards of this circumstance recoiling on themselves, proved their own destruction; the force under the rear-admirals Digby and Ross, consisting of fifteen or sixteen ships of the line, was ordered to proceed through to Gibraltar, instead of quitting sir George off Cape Finisterre as first intended; the event is too recent to have been forgotten.

Previous, however, to this happy and glorious circumstance, sir George, who may certainly be ranked among the most fortunate men that ever appeared in the naval service, fell in, on the 8th of January, about fourscore leagues to the N. E. of Cape Finisterre, with a Spanish convoy from St. Sebastian's, bound for Cadiz under protection of the *Guipuscoana*, of sixty-four guns, four frigates and two corvettes, belonging to the royal company of the *Caracas*. The merchant ships amounted to sixteen sail, laden principally with flour, provisions and naval stores; these, together with the ships of war, were all captured, without the smallest difficulty or resistance, which, indeed, would have been fruitless and extravagant in the extreme, considering the very formidable force which surrounded them. Pursuing his course towards Gibraltar, sir George, on the 16th of the same month, fell in with Don Langara's squadron, on their station off Cape St. Vincent, the particulars of which encounter will, perhaps, be best given in his own words.

“ At one, P. M. the Cape then bearing north four leagues, the *Bedford* made the signal for seeing a fleet in the S. E. quarter; I immediately made a signal for the line of battle abreast and bore down upon them; but before that could be well effected, I perceived the enemy were endeavouring

vouring to form a line of battle ahead upon the starboard tack; and as the day was far advanced, being unwilling to delay the action, at two P. M. I hawled down the signal for the line of battle abreast, and made that for a general chase; the ships to engage as they came up by rotation, and to take the lee-gage in order to prevent the enemy's retreat into their own ports.

"At four, P. M. perceiving the headmost ships very near the enemy, I made the general signal to engage and close. In a few minutes the four headmost ships began the action, which was returned with great briskness by the enemy. At forty minutes past four one of the enemy's line of battle-ships blew up with a dreadful explosion, and every person perished. At six, P. M. one of the Spanish ships struck. The action and pursuit continued with a constant fire till two o'clock in the morning; at which time the *Monarca*, the headmost of all the enemy's ships, having struck to the *Sandwich*, after receiving one broadside, and all firing having ceased, I made the signal to bring-to\*."

On

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\* The fruits of this victory were, the *Phoenix*, of eighty guns, the flag-ship of admiral Juan de Langara; the *Monarca*, *Princesa* and *Diligente*, of seventy guns each, captured; and the *St. Domingo*, of the same force, blown up in the action. The *St. Julien* and *St. Eugenio*, of seventy guns, also surrendered; an officer, with some men, were put on board one of them; but these ships were afterwards driven on shore by the violence of the wind, and the latter, if not both, totally lost.

On the 29th of February the thanks of the house of commons were unanimously voted to sir George Rodney for this great and important service; and the same testimony of gratitude was, on the next day, offered by the house of lords also. On the 6th of March, the freedom of the city of London was voted in common council, to be presented to him, in a gold box of an hundred guineas value: a similar compliment of the freedom of the city of Edinburgh having been previously paid to him.

Sir George had now acquired the very zenith of popularity: the praises universally lavished on him amounted almost to idolatry. At the general election which took place in the month of September in the current year, he was, though absent, elected member for the city of Westminster without his solicitation, and merely on the ground of that high estimation in which he was then held, particularly by that which called itself the patriotic party. How strangely and rapidly he quickly afterwards fell in their esteem, will be presently shewn.



On the 18th the fleet and convoy entered the gut, but the violence of the wind, added to the strength of the current, prevented the Sandwich, and many other ships, from getting to an anchor in Gibraltar Bay till the 27th. The relief of that fortress, which was, as we have already stated, the first object of this expedition, being happily, and, indeed, easily accomplished, sir George quitted the bay on the 13th of February, and parted company five days afterwards with the rear-admirals Digby and Ross. He arrived in the West Indies, without meeting with the smallest sinister accident, in the month of March, and immediately took upon himself the command of the armament on that station, amounting, after the junction above-mentioned, to twenty ships of the line besides frigates. As soon as he had refreshed the crews of his ships, and made some necessary arrangements, sir George repaired to St. Lucia, where he arrived on the 27th of March, and found that the enemy, who had for some days previous to his arrival made a ridiculous parade off St. Lucia, with a fleet consisting of twenty-five ships of the line, had thought proper, on the news of his approach, to retire into Fort Royal Bay a few hours only before he reached Gros Illet. As soon as his fleet could be put in a proper condition for immediate service, which was effected by the 2d of April, he proceeded off Fort Royal; where for two days he continued offering the enemy battle, who did not think proper to accept so fair and open a challenge: he therefore left a squadron of his best-sailing copper-sheathed ships to watch the motions of the enemy, and with the remainder returned to Gros Illet Bay, where he lay at single anchor, holding himself in constant readiness to pursue the enemy on the first notice he should receive of their having put to sea.

In this situation affairs continued till the 15th, when the enemy slipped out, with their whole force, in the

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On the 14th of November his majesty, as a very distinguished mark of his royal favour, though there was at that time no vacant stall belonging to the order of the Bath, nominated sir George a supernumerary knight companion thereof, a very convincing proof that he at that time held a place equally high in the opinions and estimation of all men.

middle of the night. This being made known to sir George, by his squadron of observation, he immediately followed; and, after looking into Fort Royal Bay, and the road of St. Pierre, got sight of them on the 16th, about eight leagues to leeward of the Pearl Rock. By five o'clock in the evening he had neared the enemy sufficiently to discover that their force consisted of twenty-three ships of the line, one of fifty guns, three frigates, a lugger and a cutter, a force evidently superior to his own, which amounted to no more than twenty ships of the line and one of fifty guns, some of which were in a very crazy ineffective condition. The manœuvres of the enemy manifested an evident inclination to avoid an action, and it needed every possible exertion, on the part of the British admiral, to prevent their effecting that purpose, which implicated with it their escape. It was the intention of sir George, as he himself declares in his dispatches, to have attacked only the rear of the enemy's line with his whole force, and thereby compelled them to abandon the ships, with which he closed, to his mercy, or engage him upon his own terms. Some of the officers under his orders are said to have misunderstood his signals, and by that means to have brought on a more general encounter, ship to ship, than the commander-in-chief intended. It is neither our business nor inclination to do more on the present occasion than to state the mere matter of fact, without pretending to enter into any, even the smallest discussion of the matter, or presuming to hazard the shadow of an opinion. We shall therefore content ourselves with stating, in the precise words of sir George, that, "at the conclusion of the battle, the enemy might be said to be completely beat." But such was the distance of the van and rear from the centre, and the crippled condition of several ships, particularly the Sandwich, which for twenty-four hours was, with difficulty, kept above water, that it was impossible to pursue them that night without the greatest disadvantage: every endeavour however was used to put the fleet in order, and on the 29th he again got sight of the enemy. He pursued them for three successive days but without effect, they using every endeavour possible to avoid a second action, and attempting to push for Martinique.

The British fleet cut them off; and, to avoid a second encounter, they took shelter under the island of Guadaloupe.

The condition of many of the ships, and the lee currents, compelled the British admiral to anchor in Choque Bay, St. Lucia, in order to refit, as well as to land his sick and wounded men. He first, however, took the precaution of dispatching frigates to windward and leeward of every island, that he might have the earliest notice of the enemy's approach towards Martinique, which was the only place in those seas where they could be properly refitted. On the 6th of May intelligence was received of their approach, and sir George put to sea in nearly the same force as before. On the 10th he again got sight of the enemy, who persevered in their disinclination to hazard a contest. The French ships had a very evident superiority in point of sailing, and this advantage encouraged them frequently to approach very near the British fleet with much seeming resolution; but as soon as they came within little more than random shot they always brought to the wind, and retreated. A lucky change of the wind, on the 15th, would have enabled the British admiral to weather, and force them to an action, had it not unfortunately, when he had nearly got up with the enemy, again changed six points, and once more reinstated them in their original advantageous position to windward.

A partial action, however, took place between the rear of the French and the van of the British fleet, which was productive of nothing decisive. A second skirmish of the same kind, and brought on nearly by the same means, again happened on the 19th; and the condition of many of the ships not permitting sir George to persevere any longer in an hopeless pursuit, which had already drawn him forty leagues to windward of Martinico, he sent three of his most disabled ships to St. Lucia, and with the remainder put into Carlisle Bay, in the island of Barbadoes, on the 22d.

Here he made every possible expedition in refitting, re-victualling and watering his fleet. He was the more induced to this by intelligence he had received from captain Mann, of the *Cerberus*, of the approach of a Spanish squadron, consisting of twelve ships of the line, which sailed from Cadiz on the 28th of April, and which he

consequently hoped to intercept and capture, or destroy, before the French ships, which had put into Martinico in a very shattered condition, should be again fit for sea. In this hope he was unfortunately disappointed, for the Spanish admiral altered his original rendezvous, which was known to sir George, and proceeded no farther than Guadaloupe, from whence he detached a frigate to Martinico, desiring monsieur de Guichen would put to sea and join him, as he accordingly did with eighteen ships of the line.

The superiority of the combined squadrons compelled the British admiral to continue inactive, and merely on the defensive, till some reinforcements, daily expected from England, should reach him. These were so late in their arrival, that the approach of that season, when hurricanes are generally expected, made it necessary for the ships to separate, as well for their own safety as in order to carry into execution a variety of services which were indispensibly necessary to be provided for. Sir George having made up his different detachments repaired to America, with eleven ships of the line and four frigates. No occurrence, in the smallest degree interesting, took place during the time he continued on the American station, from whence he returned to the West Indies as soon as the dangerous season, just alluded to, was over. It was, as may be well remembered, attended this year with circumstances of unusual horror, which were reported to the admiral, and general Vaughan, the commander-in-chief of the land forces, to have been particularly destructive to the fortifications erected by the enemy, on the island of St. Vincent's, which they had made themselves masters of on the first commencement of hostilities with Great Britain. The probability of recovering, on easy terms, so valuable a possession, induced the joint commanders to undertake an expedition against it, on which service they sailed from Gros Islet Bay on December 14. On their arrival off the island, on the following day, they found the distress, to which the enemy was reported as reduced, together with the supposed ruinous state of their works, was extremely misrepresented and exaggerated: the troops, which were not very numerous, were, however, landed; but the impregnability of the enemy's position to so inadequate

dequate a force being fully discovered, the men were immediately taken off without the smallest molestation; so that though success was wanting, that want was not attended with the smallest loss, or superadded misfortune.

A reinforcement, consisting of seven ships of the line, arrived from England, early in the year, under the command of rear-admiral Hood; and intelligence of the rupture, which had taken place between Great Britain and the States General, quickly followed it. This was accompanied by instructions for the immediate attack of the different Dutch possessions in the West Indies, and particularly the island of St. Eustatia, which had long become the grand depot of naval and military stores. From hence the wants of the enemies of Great Britain were abundantly supplied, in defiance of all treaties, and violation of every thing like national faith. The orders and information just alluded to arrived at Barbadoes, in the Childers, on the 17th of January. On the 3d of February the fleet, with a sufficient detachment of soldiers on board, to secure conquest, appeared before the island. Resistance was not even attempted, and the rock (for St. Eustatia is really no more) together with the whole property it contained, to the amount, as it was said, of nearly three millions sterling, fell under the dominion of Great Britain.

All the effects found were immediately put, by the commanders-in-chief, sir George and general Vaughan, in a state of confiscation, as a punishment for the conduct of the inhabitants, who had, in conjunction with the Dutch West India company, and the merchants of Amsterdam, been, as we have before stated, in a constant habit, during the whole preceding part of the war, of supplying the united opponents of Britain—the Americans, the French, and the Spaniards, with naval and warlike stores. With this perfidious assistance, so contrary to the good faith of a neutral power, they were enabled to sustain an offensive war, which they must otherwise have been compelled totally to abandon, and have been content with acting on the defensive only, perhaps not very successfully. Sir George in his dispatches makes use of the following very strong expressions relative to the foregoing transactions. “I most sincerely congratulate their lordships on the severe blow the Dutch West India company, and the perfidi-

perfidious merchants of Amsterdam have sustained by the capture of this island." Generally speaking, his censure, and perhaps the very vigorous measures he took, were by no means improper\*. Nevertheless, as in all cases of a similar nature to the present, persons less criminal must be involved in an equal distress with culprits of the worst and most infamous description, so in this instance did those who boasted themselves of the former class, excite so tremendous a clamour, that Britain, almost with an appearance of turning traitor to itself, appeared, with an unanimity conformable only to the strictest patriotism, acquiescing in the complaints of those who affected popularity, eminence, and the vain honour of becoming public characters, and joined the cause of the guilty, by condemning, unheard, the measures of the British commanders.

The subsequent events of the naval campaign in this part of the world contributed, perhaps in no small degree, to strengthen and give spirit to this censure. Sir George, with two or three ships only, remained at St. Eustatia, as was sarcastically, and, perhaps, untruly remarked, merely to superintend the sale of his prizes. But this calumny he afterwards very fairly refuted, on his return to England at the close of the year, by explaining in his place, as a member of the British parliament, the springs which actuated

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\* The private and patriotic opinion of sir George and his colleague, are well explained by a sentence in a subsequent dispatch, dated St. Eustatia, March 17th.

"Give me leave to congratulate your lordship on the acquisition of the two Dutch colonies of Demarary and Ilsequibo, upon the Spanish Main; and although more colonies have surrendered upon the supposed terms granted to St. Eustatia, yet general Vaughan and myself thought they ought to be put quite on a different footing, and not treated as an island whose inhabitants, though belonging to a state who, by public treaty, was bound to assist Great Britain against her avowed enemies, had, nevertheless, openly assisted her public enemy, and the rebels to her state, with every necessary implement of war, and provisions, perfidiously breaking those treaties they had sworn to maintain."

N. B. With the island of St. Eustatia were captured one hundred and fifty merchant-ships richly laden, one frigate of thirty-eight guns, and five other ships and vessels of war of inferior consequence, carrying from fourteen to twenty-six guns. To render the success complete, a convoy, which had sailed for Europe under protection of the Mars, a sixty four gun ship, about thirty-six hours before the arrival of

aduated his conduct. Having received advice from England that a French squadron of considerable force had sailed from France, for the West Indies, under the orders of the count De Grasse, he detached rear-admirals Hood and Drake, with eighteen ships of the line, to intercept him. The intelligence conveyed to him from Europe unfortunately was erroneous, for the force of the enemy proved to be far superior to the British fleet sent to oppose them, as it consisted of twenty-one ships of the line in the best condition. The event was negatively unfortunate, as the French admiral, by sustaining a distant and defensive action, was enabled to make good his passage into Port Royal. Sir George instantly, on receiving intelligence of the enemy having parried his attack, put to sea with his two remaining ships, the Sandwich and Triumph, sending orders to the Panther to join him at sea, which when effected, he proceeded off Port Royal with his squadron, to offer battle to the enemy with a force of twenty-one ships of the line.

The count, notwithstanding he out-numbered sir George, by several ships, used every possible manœuvre to avoid an action, and by a feint attacked the island of St. Lucia in the beginning of the month of May. After a failure in that attempt, which was represented by the court of Versailles as by no means intended in a serious light, the enemy, after a desultory previous assault, fell, with their whole force, on the island of Tobago, which surrendered to them, without much resistance, on the 2d of June. Sir George, with a fleet inferior in number by three ships, pursued them on the first notice of their attack. Their success, as just related, had already taken place; and, notwithstanding their superiority in numbers, the enemy continued to manifest every disposition, every intention of avoiding an action. Sir George considering the manœuvres of the French admiral as merely intended to

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of sir George, was pursued by a small detachment under captain Reynolds, now lord Ducie, and the whole of them captured. In the month of May, soon after intelligence of the foregoing success was received in England, his majesty was pleased to settle an annuity of 1000*l.* *per annum* on sir George, 500*l.* on lady Rodney, 1000*l.* on his eldest son, and 100*l.* on each of the younger children

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decoy him into the Channel between Grenada and the Spanish main, where the British fleet would, in all probability, been driven far to leeward by the rapidity of the current, acted with proper caution to avoid falling into a snare, which might have endangered the safety of the other colonies in that quarter of the world still appertaining to Britain.

The enemy on their part persevering in the line of conduct they had before displayed of avoiding all contest, where success was in the smallest degree doubtful, the short remainder of the season passed on without affording any occurrence worthy our remembrance. When the approach of the hurricane months, and the departure of the French admiral for America, made it again necessary for the British naval force to proceed thither, sir George resigned the command of the fleet to sir Samuel Hood, and shifting his flag to the Gibraltar, which ship needed some considerable repairs, sailed for England, where he arrived at the close of the year, though in a very indifferent state of health, for the recovery of which he had returned. His conduct during the preceding unsuccessful, and in some degree disastrous campaign, became the immediate subject of enquiry in the house of commons; but he appears to have very honourably acquitted himself, by completely refuting every particular of the charge adduced against him\*.

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\* After a short preface he said, that when he appeared before St. Eustatia it was for the purpose of cutting off supplies from the enemy, and with the fixed resolution not to grant any terms to the inhabitants. The Dutch, though nominally the friends of this country, had, during the course of his command in the West Indies, been the friends of our enemies. To punish and check both, nothing had appeared more effectual than the reduction of an island, the inhabitants of which were animated with a rooted aversion to us, and the most cordial regard for our enemies. Among those inhabitants there were many, who, while they called themselves Englishmen, were not ashamed to disgrace themselves and their country, by assisting her enemies with the means to wound her: such people deserved no favour, and to them he had resolved to shew none. But when he seized all the property on the island it was not for his own use, at the time and ever since he thought it would all belong to the king, and that it was his duty to see the most made of it to carry into the public treasure: he wished not for a shilling of it: he had no other idea at that

On the 6th of November he was advanced, on the death of the late lord Hawke, to be vice-admiral of Great Britain,

time but that the whole belonged of right to his country, and therefore in all he had done for the preservation of that property, it was for his country, and not for himself, that he had been acting. The *honourable* member\* charged him with having suffered the stores, provisions, &c. to be carried into the enemy's ports, directly or circuitously, through the neutral islands; but this was THE VERY REVERSE OF TRUTH, for he had given orders that none of the stores or provisions should be sold, but sent to his majesty's yard at Antigua. So strict had he been in this respect, that he was not satisfied with examining the clearance of every ship that went out, but caused her to anchor under his stern, that she might be examined by commissioned officers, and if she had more provisions on board than were necessary for the voyage they were always taken out. So much for the manner of sale and confiscation of property belonging to people who had supplied the Americans with every article necessary for fitting out a ship, they themselves being barely able to build the hull and put in the masts. He had been charged with remaining inactive for three months at St. Eustatia: his answer was, that he had in that time planned two expeditions which he was just on the point of carrying into execution, the one against Curacoa, the other against Surinam, when he received advice from the commander of a convoy, by a quick sailing vessel, that he had seen ten or twelve French sail of the line, with about seventy transports, fleeing for Martinique, and that he had kept them in sight for two days. This intelligence made him renounce his designs against the Dutch settlements, and he dispatched sir Samuel Hood, with fifteen sail of the line, to cruise in the track of Martinique. Sir Samuel Hood was as good an officer, if not a better, than himself, and therefore there was no crime in dispatching him on that service, and he thought fifteen ships were quite able to fight ten or twelve. Unfortunately the intelligence had not been true with respect to the real number of the enemy; and sir Samuel had been driven so far to leeward, that he could not prevent the ships in Fort Royal from getting out to join De Grasse. This, however, was not a fault, it was unavoidable. His instructions had been good. He had ordered the island to be blocked up, and that frigates should be stationed ten, fifteen, twenty, thirty, forty, fifty leagues from the shore in the track of the enemy.

As to the ships he had detained at St. Eustatia, the *Sandwich* and the *Triumph*, were at the time in so bad a condition that he intended to send them home with the first convoy.

As soon as he heard of the affair between sir Samuel Hood and the comte De Grasse, he joined the fleet with a determined resolution to renew the action, if the enemy would give him a fair opportunity of doing it. When the French landed at St. Lucia he undoubtedly would have had the desired opportunity to come to action, if intelligence had not been conveyed to the enemy that he was approaching. A letter had been sent to monsieur De Grasse with that advice, and

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Britain, and lieutenant of the navies and seas thereof; and was, in a few days afterwards, reappointed to the

a duplicate of it soon followed: the first reached its address, the second was intercepted; the contents were, that the English were doubling Guadaloupe, and in twenty-four hours would be upon the French admiral with their whole force. This put an end to, what comte De Grasse called his feint against St. Lucia, for before day-break he embarked the troops, and sailed away.

With regard to Tobago, as soon as he heard it had been attacked he immediately sent rear-admiral Drake with six sail of the line to relieve it. This he thought a sufficient force, as he understood that the descent had been covered only by two or three ships of the line; the six he sent against them were the best sailers, in the best condition of any in his fleet, and all copper-bottomed. When he found the whole of the enemy's fleet was at sea he was obliged to watch their motions: they endeavoured to allure him to leeward, but if he had attempted to follow them Barbadoes would have fallen; he therefore was obliged to keep to windward, still determined to succour the island. He dispatched to Tobago three officers in three different vessels; two of them fell into the hands of the enemy, the third got to the house of a planter, and there, to his great surprize, learned that the island had surrendered two days before. It was further told by him that 10,000 men could not retake it: at this time the two fleets were in sight of the island. As to the charge brought by the governor of Tobago, all he would add to what he had already said, was, that the guns he had sent the year before, for the defence of the island, had never been mounted. As to the disaster in America, he would tell the house what steps he had taken to prevent it. He had sent to the commander-in-chief at Jamaica, ordering him to detach the Prince William and Torbay to America with the greatest dispatch; and he had sent also to the commander-in-chief in America, desiring he would collect his whole force and meet him with it off the Capes of Virginia; requesting him, that if he could not meet him he would let him know it by one of his frigates. No answer, however, had been sent to him or to sir S. Hood, for he himself was so ill that he was coming home. He had sent twice to the admiral at Jamaica, and three times to the admiral at New York. One of his three dispatches miscarried, the vessel that conveyed it being forced on shore by some privateers: and from that circumstance he had learned, always in future, to keep copies of every dispatch, for of that he had none. If the admiral in America had been fortunate enough to meet sir Samuel Hood near the Chesapeake, the probability was, that De Grasse would have been defeated, and the surrender of lord Cornwallis prevented.

The last charge was, that he had brought home the Gibraltar. The fact was, she was in a very bad condition, and he had not been without his fears he should not have been able to have got her home, for by some error at Plymouth, before she went out last, a part of the iron of the rudder had been wadded from the size of his arm to that of his finger; and though perhaps the finest two decker in the world, it was with difficulty she was preserved.

West India command. He in consequence hoisted his flag on board the *Arrogant*; from which ship he soon afterwards removed into the *Formidable*, a second rate. He proceeded for the West Indies with a squadron of twelve ships of the line, and, after uniting with sir Samuel Hood, being joined by some other ships dispatched after him from England, found himself at the head of a fleet consisting of thirty-six ships of the line. The ships from Europe having recruited their water, sir George put to sea with his whole force, in hopes of intercepting some reinforcements for the French fleet, which were then daily expected from Europe. In this he was disappointed, and on receiving information of those getting into Port Royal, he returned to Gros Islet Bay, in the island of St. Lucia, from whence he might be better able to keep a watchful eye on the French fleet, than he could by continuing to cruise. The count De Grasse put to sea on the 8th of April, and sir George pursuing him with the utmost speed, came up with his fleet under the island of Dominica. The French acting with that caution and attention to avoiding a general action which uniformly marked their conduct, a partial action only took place for that time; but the British fleet continuing to pursue one of the enemy's ships disabled in the former skirmish, it was left so far astern that it was very evident, without speedy and effectual succour, it must have fallen into the hands of sir George. The count De Grasse, in hopes of rescuing it, and still preserving his defensive system of action, bore down with much apparent resolution. He approached, however, so near, that sir George found himself enabled, after an heavy cannonade between the two fleets in passing each other on contrary tacks, to weather the enemy and force them to an action, which ended not till, as the admiral expressed himself, the setting sun put an end to the contest. The victory was complete and decisive; the French commander-in-chief himself in the *Ville de Paris*, of one hundred and ten guns, together with the *Glorieux*, the *Cæsar*, the *Hector*, of seventy-four guns each; and the *Ardent* of sixty-four, were captured; besides one ship of seventy-four guns sunk in the encounter. This signal success is said to have been principally owing to the skilful manœuvre, till that time nearly

nearly new in practice, of breaking through the enemies line, which was executed about the middle of the action. As soon as the principal and most urgent damages sustained by the fleet were repaired, sir Samuel Hood was detached, with twelve ships of the line, round the island of Porto Rico, through the Mona Passage, in pursuit of such fugitives as might have taken that route. He was so successful when proceeding to Cape Tiberoon, which was the appointed place of rendezvous, that he captured two ships of sixty-four guns, a frigate of thirty-two, and a corvette\*. This superadded success, joined to the loss of one or two ships of the line, which foundered or were wrecked in attempting their escape, under Vandrueil, to St. Domingo, diminished the French fleet to nine or ten ships of the line, and two vessels of smaller rate. Sir George pursuing his course with such part of his force as had sustained the greatest damage in the preceding action, joined rear-admiral Hood on the 26th of April off Cape Tiberoon; and having left that gentleman with a very strong force to cruise, proceeded with the remainder to Port Royal, where he arrived in safety on the 29th of the same month.

The intelligence of this important defeat was received in England with an unanimous and almost frantic joy, for the people, dispirited by the conquests of the enemy in former years, could scarcely dispossess themselves of a fear that they would be repeated, and that their fleet would continue, in effect, to ride triumphant in those seas, by their extreme and too successful caution in preventing the British admiral from fully closing with, and bringing them to a decisive action. Previous to its arrival the recall of sir George had been determined on by the new administration, the greater part of whose members had been his opponents and accusers on the St. Eustatia controversy. His successor, admiral Pigot, was not only appointed, but had actually embarked and sailed on board the Jupiter to take upon him his command; so that,

\* These ships were not present in the preceding action, having been detached, a day or two before it took place, to Cape François, but were becalmed on their passage, and overtaken as we have shewn above.

though an express ordering him to return was immediately dispatched to Plymouth, it came too late to effect its purpose. Success, as is almost invariably the case, raised Sir George from that indifferent rank in the public opinion in which he had been held for some time, through the clamour of those who condemned his chastisement of the Dutch, and he became raised on an instant to the highest pinnacle of popularity. The people adored him\*, ministers caressed him, and the sovereign ennobled him, for he was advanced, by patent bearing date June the 19th, 1782, to the rank of a peer of Great Britain by the title of baron Rodney, of Rodney Stoke, in the county of Somerset. For the better support of this dignity, and as a more substantial remuneration for the services just stated, the house of commons, on the 1st of July following, voted a pension of 2000*l. per annum*, settling it not only on his lordship but on such as should afterwards succeed to and enjoy the title.

Nothing occurred material enough to demand our particular notice during the time of his lordship's continuance in the West Indies, from whence he returned soon after Mr. Pigot's arrival. Having shifted his flag into the Montague, of seventy-four guns, he sailed from Port Royal on the 23d of July, and arrived, without meeting with any extraordinary occurrence, at the Cove of Cork, on the 7th of September. After this time his lordship never took upon him any command, or interfered in public business farther than by his occasional attendance to his duty as a peer in parliament. He died in London on the 24th of May, 1792†. It is almost needless to add any  
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\* A column, and other monuments were erected at the expence of private individuals, and sums were collected also, by public subscriptions, to perpetuate the memory of his victory. At Spanish town, in Jamaica, a temple was built, at a very great expence, for the express purpose of receiving his statue. In short, honours so great were never before that time paid to any commander whatever.

† We derive from Collins the following heraldic information respecting his lordship.

"On February 2, 1753, he was married to his first wife, Jane, daughter of Charles Compton, esq. and sister to Spencer, earl of Northampton. She died in January 1757, and was buried at Old Alresford,

observation on the character of this noble lord: his memoirs, which we trust we have very impartially given, will furnish the reader with very sufficient opportunity of arranging it in his own mind. Thus far we shall beg briefly to remark, that though he was condemned by some he experienced no harder fate than has befallen many of his very brave contemporaries. Applauded, as we have seen him, by a much greater number, his merit must be in some degree admitted, as it enabled him to stem completely a torrent of censure, which though probably not entirely undeserved, was at least unwarrantably exaggerated, and industriously propagated by every art, some of them of the meanest kind, which the malignity of his enemies could invent.

One of his most powerful opponents, on a motion made by one of the friends of the ex-ministry to censure those who advised the recall of the admiral, declared, in the house of commons, in an extraordinary and peculiar style of insulting panegyric, "That he would advise his friends to leave matters as they then stood; his late glorious victory had hushed the murmurs which had so much prevailed against him for his conduct at St. Eustatia; but that if ministers were pressed on the score of their ill-usage of the admiral, they must of necessity expose that which they wished to bury in oblivion." In the former part of his speech the same gentleman was indecent enough to make the following allusions which, in bare justice to his lordship's character, we think it our duty to animadvert on and condemn in the most decided manner. "*There are cases* (said he) *in which it would be neither wise nor*

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Alresford, Hampshire: having had issue one daughter, Jane, who died an infant, and was buried at Old Alresford; and two sons, 1st. George, who succeeded to the title; and, 2d. James, who commanded the Ferret sloop of war, and was lost at sea in August 1776, unmarried.

"His lordship married, secondly, Henrietta, daughter of John Clies, of Lisbon, merchant. Their issue are, two sons and four daughters, viz. John, born May 10, 1765, now a captain in the royal navy; Jane, born December 24, 1766; Henrietta, born January 27, and baptized February 18, 1769; Margaret Ann, born, at Paris, in May 1776; Sarah, born May —, 1780; and Edward, born June 17, and baptized July 1, 1789."



prudent, in administration, to declare the causes of any measure like that at present under discussion, for though a commander might have the hearts of the people, yet, possibly, such a man might prove a traitor and render his recall necessary, when it might be imprudent to give the cause of it to the world." The insinuation here intended is too dark, too despicable, to require any refutation or answer; nor should we have mentioned it but for the purpose of showing to what base lengths the influence of party and political prejudice will force the human mind. His lordship, however, had the satisfaction of seeing his popularity rise superior to the malignant malice of his enemies, on which alone was grounded the whole of his persecution. We may conclude our account with briefly observing, that though in private life he possessed a contempt of money, which led him into extravagancies and difficulties scarcely justifiable, or pitiable, yet those very distresses appear to have carried with them a sufficient punishment to render all posthumous censure unnecessary. Even his most violent opponents must admit, that no commander ever yet lived who had the good fortune to achieve so many notable services, or reduce and destroy, by the fleet under his immediate command, so great a number of the enemy's ships\*.

SMITH, Elliot,—was, in the year 1741, commander of the *Fly* sloop of war, a vessel on the Lisbon station. In the month of November he captured and carried into the Tagus a large Spanish transport, with ordnance stores and some soldiers, which is the only mention we find made of him while thus employed. On the 25th of February, 1741-2, he was promoted to be captain of the *Advice*, a fifty-gun ship. He was not long afterwards ordered to the West Indies, and returned from thence in the month of January, 1744. He retained that command beyond even that time, if we may credit a list of the navy made out about the end of 1745, in which his name is inserted as then continuing to hold it. We do not, however, find

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\* Three admirals. One Spanish, the don Juan de Langara; one Dutch, rear-admiral van Binkes; one French, the comte de Grasse, together with eighteen ships of the line, and nearly as many frigates and vessels of inferior consequence.

any other mention made of him; nor, indeed, do we know whether he ever obtained any subsequent command. In 1758 he retired altogether from the service, on being appointed one of the captains in Greenwich-hospital. He died there on the 31st of March 1769.

STEVENS, Charles.—This gentleman was, in 1737, lieutenant of the *Falmouth*, a ship of fifty guns, ordered for the coast of Africa, with a small squadron sent thither under Mr. Anson. When they arrived at Madeira the route of this ship was changed, in consequence of private instructions to the commodore, and sailed for Jamaica. In the passage his captain, whose name we have not been able to ascertain with precision, having acted improperly, was confined by Mr. Stevens, who carried the ship to her place of destination. It is not improbable he remained on that station, as we find him promoted there, by Mr. Vernon, in 1741, from the rank of lieutenant to be commander of the *Cumberland* fireship\*. On the 11th of January, 1741-2, he was advanced to be captain of the *Ludlow Castle*, a ship of forty-four guns, on the same station. He was ordered from thence, with a fleet of merchant-ships under his convoy, in the autumn following; but having met with a violent gale of wind on the 8th of October, was obliged to put back to Antigua for the purpose of refitting, and afterwards repaired to England.

He continued in the *Ludlow Castle*, or out of commission for some time after his return to England; but in September 1744, was promoted to the *Portland*, of fifty guns. He appears to have been principally employed as a cruiser; and, in the month of February, 1745-6, had the good fortune to fall in with and capture a French ship of war, mounting fifty guns: the circumstances of which action are thus related by himself.

“ On the 9th instant, at four in the afternoon, Scilly bearing N. by W. distance twenty-seven leagues, in the latitude of 49. 00. N. with his majesty's ship *Portland* under my command, I engaged the *August*, a French ship of war of fifty guns, and four hundred and seventy men.

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\* Some accounts make this to have been a captain Richard Stevens, who never rose to an higher rank than that of a commander, and we believe them to be true.

After two hours and a half close action she struck, having fifty men killed and ninety-four wounded, all her masts so shattered that they went by the board, and so many shot in the hull, that, with the late hard easterly wind, I was obliged to put away with her before it one hundred leagues to the westward, and am now towing her for Plymouth, Scilly bearing E. N. E. ninety-five leagues. My officers and men behaved with the bravest gallantry, and were greatly rejoiced to have met so equal a force, to try the strength of his majesty's arms. We have lost three seamen and two marines killed, with seven seamen and six marines wounded; my standing and running rigging almost shot away; standing-mast and fore-top-mast wounded, but not disabled; main-yard quite destroyed: I am now making another, and as the wind is now setting in westerly, I hope soon to add to his majesty's fleet a new ship which sails very well\*.

" I am, &c.

" CHARLES STEVENS."

He arrived at Plymouth in safety, with his prize, a few days afterwards; but we do not find him any more particularly noticed till the year 1747. In June 1745, he was one of the members of the court-martial, held at Portsmouth, on capt. Green of the Lizard sloop; when, still continuing in the same ship, we find him one of the captains under the orders of rear-admiral Hawke, concerned in the glorious defeat and capture of the French squadron under L'Etendiere. He continued under the same flag during the ensuing winter, the squadron having kept out at sea as much as possible to distress the French trade, which was deprived of support by the almost total annihilation of the marine of that country. On the last day of January the Portland, together with the Nottingham, commanded by captain Harland, gave chase, by a signal from the admiral,

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\* The following extraordinary anecdote is related concerning this action.

" A woman on board the August behaved most heroically, for though the men in several instances ran from their guns, she, displaying the contrary spirit, continued to fight, and actually discharged her musket six times after she was wounded."

Letter from on board the Portland.

to a sail seen in the north-west quarter. The Portland, being the sternmost ship, could not get up to support her consort till she had been engaged near an hour with the chase, which was now found to be a French ship of war, mounting seventy-four guns. The sea ran so high as to render it impracticable for either party to open their lower ports, and postponed the surrender of the French ship till four o'clock in the afternoon. Notwithstanding the length of the foregoing encounter the Portland, partly owing to the circumstance just stated, and in a greater degree, perhaps, to the judgment of captain Stevens, in keeping constantly on the quarter of the enemy, the Portland had only four men wounded. Mr. Stevens continued in the Portland during the remainder of the war, and is said to have been reappointed to that ship in the month of January, 1748.

In the month of July, 1749, we find him one of the members of the court-martial assembled for the trial of captain O'Brien Dudley, of the *Chesterfield*; lieutenant Couchman, and others. He was at that time captain of the *Tyger*. The next ship he commanded was the *Litchfield*; but, till the early part of the year 1755, we find no particular mention made of him. It was intended he should have hoisted a broad pendant, but without a captain under him, and proceeded commander-in-chief to the Leeward Islands; the appearance of a rupture with France, caused, however, a new arrangement. He was in a very short time after this promoted to the *Orford*, in which he captured, towards the end of the year, the *Esperance*, of seventy-four guns, of which encounter we do not believe any official account was ever given. •

In 1757, having hoisted a broad pendant on board the *Elizabeth*, he was appointed commodore of a small squadron ordered to the East Indies as a reinforcement to the British armament there. He proceeded to Bombay, where, having waited for the change of the monsoon and refitted his ships, he sailed for Madras, where he did not arrive till the 22d of March, 1758, having been much retarded by contrary winds off Ceylon. The leading particulars of his service, while second in command, have been already unavoidably related in the life of sir George

Pocock, to which we beg to refer \*, stating only, that no man could have more bravely, diligently, and actively seconded the views and efforts of his principal commander than Mr. Stevens.

In the action which took place with the French Squadron on the 4th of August, 1758†, the commodore was wounded in the shoulder by a musket ball. He had been sometime before advanced to be rear-admiral of the blue, but did not receive the information of his promotion till towards the end of the year. In the beginning of the ensuing he received a second advancement, to be rear-admiral of the red. About this time he removed his flag into the *Grafton*, and in the month of September was a second time engaged with the French fleet, under count D'Aché, off Pondicherry. On the return of Mr. Pocock to Europe in the ensuing spring, he became commander-in-chief on that station. Soon as the season would permit after the departure of Mr. Pocock, the preparations which had for some time been making for the siege of Pondicherry being sufficiently advanced, Mr. Stephens undertook the blockade by sea with the Squadron, while colonel Coote undertook a similar operation on the land side with the army. Thus matters proceeded till the 23d of October, when the admiral sailed from Trincomalee to refit, leaving captain Haldane with a detachment of five ships of the line, that were in the best condition for service, to continue the blockade.

Mr. Stevens resumed his station off Pondicherry on the 25th of December. On the 1st of January, 1761, one of those tremendous hurricanes, not uncommon in that part of the world, arose and drove the admiral, together with the whole of his Squadron to sea: all the ships separated from each other, and some of them were lost. Mr. Stevens, who had his flag on board the *Norfolk*, was fortunate enough to weather the gale without experiencing any disastrous occurrence. Some other ships of the Squadron being equally fortunate, the blockade was resumed

\* See vol. iv. p. 387. et seq.

† He was very deservedly included in the vote of thanks given by the East India company to vice-admiral Pocock, for the great gallantry and conduct displayed on these occasions.

on the 4th, when Mr. Stevens returned into Pondicherry road, and pressing the siege with reiterated vigour, the place surrendered on the 15th.

The short remainder of this gentleman's life were principally confined to the civil and other arrangements, which became immediately necessary on so important a conquest, and now became his principal, or indeed only care. The settlement of these weighty concerns, extending to the complete demolition of the fortifications, and the annihilation of the French power in India, he scarcely could be said to survive, inasmuch as he died on the 17th of May following.

WICKHAM, John,—was, in the early part of the Spanish war, appointed commander of a xebec. On the 1st of November, 1742, he was promoted to be captain of the *Succes* frigate. In this vessel we believe him to have been employed on the Lisbon station, from whence he returned about the month of March 1744. He was soon afterwards appointed to the *Lark*, a command he did not long retain, being promoted to the *Panther*, in which ship we find him on the Newfoundland station in the month of August 1747. This is the last mention we have been able to find that is made of him in the line of active service. In 1759 he was put on the superannuated list with the rank and half-pay of a rear-admiral; but did not long enjoy this honourable proof of his former meritorious services, which age, misfortune and infirmities contributed to render little conspicuous. He died in England on the 21st of October, 1763.

## 1743.

BOYS, or BOYCE, William.—This gentleman was originally brought up in the service of the merchants; and, as far back as the year 1727, was second mate of the *Luxborough* galley, a vessel in the employment of the South Sea company. In that year the most lamentable of  
all

all disasters befel the unfortunate ship above-mentioned, of which, as well as the subsequent distresses of the major part of the unfortunate crew, we have the following highly interesting though lamentable account\*.

Having

\* " On the 23d day of May, 1727, we sailed from Jamaica; and on Sunday, the 25th day of June, were in the latitude of 41. 45. N. and in the longitude of 20. E. from Crooked Island, when the galley was perceived to be on fire in the lazaretto. It was occasioned by the fatal curiosity of two black boys, who, willing to know whether some liquor spilt on the deck was rum, or water, put the candle to it, which rose into a flame, and immediately communicated itself to the barrel from whence the liquor had leaked. It had burned some time before it was perceived, as the boys were too much intimidated to discover it themselves, having tried all possible means to extinguish the fire in vain. We hoisted out the yawl, which was soon filled with twenty-three men and boys, who had jumped into her with the greatest eagerness. The wind now blowing very fresh, and she running seven knots and a half by the log, we expected every moment to perish, as she was loaded within a streak and a half of her gunnel. We had not a morsel of victuals nor a drop of liquor, no mast, no sail, no compass to direct our course, and above a hundred leagues from any land. We left sixteen men in the ship who all perished in her. They endeavoured to hoist out the long-boat; but, before they could effect it, the flames reaching the powder-room she blew up, and we saw her no more. A little before this we could distinguish the first mate and the captain's cook in the mizen top, every moment expecting the fate that awaited them. Having thus been eye-witnesses of the miserable fate of our companions, we expected every moment to perish by the waves, or, if not by them, by hunger and thirst. On the two first days it blew and rained much; but the weather coming fair on the third day, viz. the 28th, as kind Providence had hitherto wonderfully preserved us, we began to contrive means how to make a sail, which we did in the following manner. We took to pieces three men's frocks and a shirt, and with a sail-needle and twine, which we found in one of the black boy's pockets, we made shift to sew them together, which answered tolerably well. Finding in the sea a small stick, we wouled it to a piece of a broken blade of an oar, that we had in the boat, and made a yard of it, which we hoisted on an oar with our garters, for halyards and sheets, &c. A thimble, which the fore-sheet of the boat used to be reeved through, served, at the end of the oar or mast, to reeve the halyards. Knowing, from our observations, that Newfoundland bore about north, we steered as well as we could to the northward. We judged of our course by taking notice of the sun, and of the time of the day by the captain's watch. In the night, when we could see the north star, or any of the great bear, we formed the knowledge of our course by them. We were in great hopes of seeing some ship or other to take us up. The fourth or fifth night a  
man,



Having afterwards entered into the king's service, we find him, in the month of October 1741, to have commanded

man, Thomas Croniford, and the boy that unhappily set the ship on fire, died, and, in the afternoon of the next day, three more men, all raving mad, crying out miserably for water. The weather now proved so foggy that it deprived us almost all day of the sight of the sun, and of the moon and stars by night. We used frequently to halloo as loud as we could, in hopes of being heard by some ship. In the day time our deluded fancies often imagined ships so plain to us, that we have halloed out to them a long time before we have been undeceived; and, in the night, by the same delusion, we thought we heard men talk, bells ringing, dogs bark, cocks crow, &c. and have condemned the phantoms of our imagination (believing all to be real ships, men, &c.) for not answering and taking us up. The seventh day we were reduced to twelve in number, by death. The next night the wind, being about E. N. E. blew very hard, and the sea running high, we scudded right before it with our small sail about half down, expecting every moment to be swallowed up by the waves. July the 5th, Mr. Guishnet died; and, on the 6th, died Mr. Steward (son of Dr. Steward, of Spanish Town, in Jamaica) and his servant, both passengers. In the afternoon we found a dead duck, which looked green, and not sweet. We eat it, however, very heartily (not without thanks to the Almighty): and it is impossible for any body, except in the like unhappy circumstances, to imagine how pleasant it was to our taste at that time, which, at another, would have been offensive both to our taste and smell. On the 7th day of July, at one in the afternoon, we saw land about six leagues off. At four o'clock another man died, whom we threw overboard to lighten the boat: our number was then reduced to seven. We had often taken thick fog-banks for land, which as often had given us great joy and hopes, that vanished with them at the same time: but when we really saw the land, it appeared so different from what we had so often taken for it, that we wondered how we could be so mistaken: and it is absolutely impossible for any man, not in our circumstances, to form an idea of the joy and pleasure it gave us, when we were convinced of its reality. It gave us strength to row, which we had not for four days before; and must infallibly, most of us, if not all, have perished that very night if we had not got on shore. Our souls exulted with joy and praises to our Almighty Preserver. About six o'clock we saw several Shallops fishing, which we steered for, having a fine gale of wind right on shore. We went with sails and oars about three or four knots, when we came so near that we thought one of the Shallops could hear us (being just under sail and going in with their fish). We halloed as loud as we could; at length they heard us and lowered their sail. When we approached pretty near them they hoisted it in again, and were going away from us; but we made so dismal and melancholy a noise, that they brought to and took us in tow. They told us our aspects were so dreadful that they were frightened at us. They gave

manded the *Ætna* fireship; into which vessel we believe him to have been promoted from the rank of lieutenant, by

us some bread and water. We chewed the bread small with our teeth, and then, by mixing water with it, got it down with difficulty.

"During our voyage in the boat, our mouths had been so dry, for want of moisture for several days, that we were obliged to wash them with salt water every two or three hours, to prevent our lips glewing fast together. We always drank our own water; and all the people drank salt water, except the captain, surgeon, and myself. In foggy weather the sail having imbibed some moisture, we used to wring it into a pewter basin, which we found in the boat. Having wrung it as dry as we could we sucked it all over; and used to lick one another's clothes with our tongues. At length we were obliged, by inexpressible hunger and thirst, to eat part of the bodies of six men, and drink the blood of four, for we had not, since we came from the ship, saved, only one time, about half a pint, and, at another, about a wine glass full of water, each man, in our hats. A little food sufficing us, and finding the flesh very disagreeable, we confined ourselves to the hearts only. Finding ourselves now perishing with thirst, we were reduced to the melancholy, distressful, horrid act of cutting the throats of our companions an hour or two after they were dead, to procure their blood, which we caught in a pewter basin; each man producing about a quart. But let it be remembered in our defence, that without the assistance this blood afforded to nature, it was not possible that we could have survived to this time. At about eight o'clock at night we got on shore at Old St. Lawrence harbour, in Newfoundland, where we were kindly received by captain Lecrals, of Guernsey, or Jersey, then admiral of the harbour. We were cautioned to eat and drink but little at first, which we observed, as well as the infirmity of human nature, so nearly starving, would allow. We could sleep but little, the transports of our joy being too great to admit of it. Our captain, who had been speechless thirty-six hours, died about five o'clock the next morning, and was buried, with all the honours that could be conferred upon him, at that place.

"The names of those persons who were burnt in the ship, who were starved in the boat, and who lived to get on shore, are as follows: viz.

"Burnt in the ship.

Ralph Kellaway, 1st mate.  
Isaac Holroide, 3d mate.  
Jerald Hedge, gunner.  
James Crook, cooper.  
Seamen.  
John Johnson,  
William Coats,  
William Day,  
James Ambrose,

Charles James,  
Francis Misto,  
Edward Thicker,  
Evander M'Avy.  
Thomas Hind, quarter-master.  
Sharper,  
Jemmy,  
Coffea, } black boys.

"Starved

by admiral Vernon, who dispatched him home, in the month of October, with intelligence of his having taken possession of Walthenham harbour, in the island of Cuba. He afterwards was removed into the Baltimore sloop. We hear nothing more of him till the 25th of June, 1743, when he was advanced to the rank of captain in the navy, and appointed to the Greyhound frigate. We believe him to have been, not long afterwards, ordered to the West Indies\*, as he returned from thence in the month of April 1745, with a convoy, being then captain of the Princess Louisa, of sixty guns. His ship being immediately refitted and victualled, captain Boys was immediately ordered out on a cruise off the coast of France, in company with the captains Griffin and Harrison. The particulars of their joint success, which was far from in-

“ Starved in the boat. ”

Thomas Steward, passenger.

Mr. Steward's servant.

William Piggs, passenger.

Seamen.

John Horn,

John East,

Henry White,

Thomas Croniford,

Simon Emer,

William Walker,

John Simenton,

William James,

Thomas Nicholson.

Henry Guishnett, clerk.

Canfor,

Hamole,

Merry Winkle, } black boys.

“ Lived to get on shore. ”

William Kellaway, captain.

William Boys, second mate.

Thomas Scrimfour, surgeon.

William Batten, boatwain.

William Gibbs, carpenter.

Robert Kellaway, a boy.

George Mould, seaman.

“ The boat in which we got to Newfoundland, distance 100 leagues, was only sixteen feet long, five feet three inches broad, and two feet three inches deep. It was built for the Luxburgh galley, by Mr. Bradley, of Deal.”

“ N.B. Lieutenant-governor Boys was accustomed to pass annually, in prayer and fasting, the number of days the ship's crew were in distress, as above-mentioned, in commemoration of his wonderful deliverance.”

“ We rather believe he was only sent out to meet the homeward-bound fleet in a certain latitude, for, on the 31st of January preceding, he was one of the members of the court-martial, held on board the *Lenox*, in Portsmouth harbour, for the trial of the captains Griffin, Mollyn, Fowke, and Brett, for the particulars of which see their respective lives.

consider-

considerable, we have already related\*. At the persuasion of Mr. Griffin, he quitted the Princess Louisa soon after this time, and took the command of the Pearl frigate, one of the Squadron ordered for the East Indies with that gentleman, who had the appointment of commodore and commander-in-chief on that station. Nothing, however, material or beneficial to his fame or fortune took place while he continued in that part of the world. No mention is made of him subsequent to his return to England till after the recommencement of hostilities with France. He then for a short time commanded the Royal Sovereign, a first rate; and was removed from thence, about the year 1759, into the Preston. Towards the close of the summer we find him promoted to be commodore of a small Squadron, stationed off Dunkirk, to watch the ships fitted for sea at that port, and destined for a desultory attack on Ireland, under the command of that very active, gallant, and indefatigable naval partizan, monsieur Thurot.

The enemy had the good fortune to elude the vigilance of the British commodore, who, on hearing the former had escaped, pursued him with the utmost expedition, but without success, Thurot taking refuge in the Swedish port of Gottenburgh, where he continued in no small distress till the commencement of the year ensuing; but of this hereafter. Mr. Boys was after his return appointed to command as commodore at the north; and in the ensuing year retired from the line of active service on being made lieutenant-governor of Greenwich-hospital. He retained this very honourable station till his death, which happened on the 4th of March, 1774.

It is related of him, and we strictly believe it to be true, that this gentleman, from the year 1727 to his death, annually observed a strict and solemn fast, on the 7th of July, being the day of his arrival at Newfoundland, after the melancholy loss of the Luxborough Galley. So rigid was he in this act of humiliation and thanksgiving, that, when in the decline of life he became settled at Greenwich, and could in that particular instance indulge his own inclination to the fullest extent, he not only abstained from food, but even from the light of the sun, not even

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\* See the life of Mr. Griffin, vol. iv. p. 228.

suffering converse with any person whatever during the time he was thus occupied in commemorating and returning fervent thanks to the Supreme Being, for his extraordinary, and, indeed, almost miraculous escape.

BRETT, Sir Piercey. — The first account we have of this gentleman is, his having served as a midshipman in the Gloucester\*, of fifty guns, one of the small squadron ordered into the South Seas under Mr. Anson. On the promotion of Mr. Cheap to be captain of the Wager storeship, Mr. Brett was appointed by the commodore into his own ship, the Centurion, to be his second lieutenant. He appears, indeed, to have soon conceived an extraordinary and well-deserved attachment to this worthy gentleman, insomuch that he confided to him the attack on the town of Païta, a service he executed with the greatest skill, promptitude and exactness†. After the capture of the Manilla galleon, and the arrival of the Centurion at Macao, Mr. Brett was promoted, by the commodore, to command that ship, under him, as captain, he being, as he supposed, authorised, by his instructions, to issue such a commission. This point was, nevertheless, strongly contested on the arrival of the Centurion in England, and the lords of the admiralty peremptorily refused to confirm Mr. Brett's rank, insomuch that Mr. Anson retired, for a short time, from the service in much disgust; nor did he return till a subsequent change in the members of the board last-mentioned, with a compliance in the first lord and his colleagues who succeeded, in the demands of Mr. Anson, together with the allowance of Mr. Brett's rank‡, according to the date of his first commission, restored perfect peace and harmony on all sides.

Mr. Brett therefore ranks as a captain in the navy from the 30th of September, 1743, being the date of his commission to the Centurion, then lying in Macao river. Not long after the matter was adjusted, as already related, that is to say, about the month of April 1745, he was appointed captain of the Lion, of sixty guns, a ship

\* Some accounts say he was a lieutenant of that ship.

† See vol. iv. p. 108.

‡ He was, nevertheless, immediately on his arrival in England, officially promoted to the rank of captain, and appointed to the Mary Galley.

stationed to cruise in the Channel. His first success was the capture of a privateer, mounting ten carriage and seven swivel guns, with a crew of one hundred and fifteen men, which had long infested the Channel; and had a short time before captured the Mediator sloop of war. This first success, which he met with on the 29th of June, 1745, when on his passage from Portsmouth to Plymouth, appeared but as the prelude to that high renown he gained, on the 9th of the ensuing month, in an encounter with a French ship of the line; the particulars are officially related in the following manner.

“On Tuesday, the 9th of this month, his majesty's ship the *Lion*, of fifty-eight guns, being in the latitude of 47. 57. N. and W. from the meridian of the Lizard 39 leagues, captain Brett, her commander, saw two sail to leeward, to which he immediately bore down, and by three in the afternoon made them to be two of the enemy's ships. By four o'clock he was within two miles of them: they then hoisted French colours and shortened sail. One of them was a man of war, of sixty-four guns; and the other a ship of sixteen guns. At five the *Lion* ran alongside the large ship and began to engage within pistol-shot. The ships continued in that situation until ten, during which time they kept a continual fire at each other; when the *Lion's* rigging being cut to pieces, her mizen-mast, mizen-top mast, main-yard, fore-top-sail-yard, and main-top-sail-yard shot away; all her lower-masts and top-masts shot through in many places, so that she lay muzzled in the sea, and could do nothing with her sails: the French ship sheered off, and in less than an hour was out of sight, the *Lion* not being able to follow her. The small ship in the beginning of the engagement made two attempts to rake the *Lion*, but was soon beat off by her stern chase, and after that lay off at a great distance. Forty-five of the *Lion's* men were killed outright, and one hundred and seven wounded, seven of whom died of their wounds soon after.

Captain Brett was wounded and very much bruised in the arm; and his master had his right arm shot off in the beginning of the engagement. His lieutenants were all wounded two hours before the action was over; nevertheless they would not leave the deck, but continued

encou-

encouraging the men to the last, excepting the first lieutenant who was so much hurt that he was obliged to be carried off at nine o'clock, not being able to stand any longer.

The bravery \* manifested by this gentleman on the foregoing occasion was rendered more consequential to his country, from the circumstance of the ship which he had engaged being convoy to the frigate in which the son of the Pretender, then on his passage to Scotland, had embarked. Some judgement may be formed, of the intrinsic service rendered to Britain, by the foregoing encounter, from the following extract of a private letter from the Hague, dated July the 30th.

"The frigate, on board which the eldest son of the Pretender had embarked, was joined off Belleisle by the Elizabeth, of sixty-six guns. They intended to go round Ireland, and land in Scotland, but were met on the 20th by some English merchant-ships, convoyed by three ships of war; one of which, the Lion, bore down on the Elizabeth and attacked her; upon which the Pretender sailed away in the frigate. The fight lasted nine hours, but night coming on, the Elizabeth, quite disabled, got away to Brest; the captain and sixty-four men killed, one hundred and thirty-six dangerously wounded, and a great number slightly. She had on board 400,000*l.* sterling, and arms for several thousand men."

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\* Admiral Vernon, in a speech made by him in the house of commons, in the year 1747, in opposition to a motion of lord Baltimore's, for bringing in a bill to reserve a portion of the captures of merchant-ships, and thereby encourage that of ships of war, makes the following highly honourable mention of captain Brett.

"I have been too long engaged in naval affairs not to know several of the sea officers. I have, by those opportunities of knowing them, found them to be men who would omit no occasion of being serviceable to their country; and to appeal from imagination to certain facts, several of them have shewn as much alacrity in attacking ships of war as they have in taking merchant ships; nor do I doubt but the rest are ready to do it, whenever occasion shall offer. That this is the character which, at least, some of our officers deserve, is proved by the gallant behaviour of several, and particularly captain Brett. Did that gentleman behave as if he wanted farther encouragement to perform his duty? Did he not attack a ship of superior force to his own, and with such courage and skill as brought honour to himself, his country, and the British flag?"



The force of the blow given, in this instance, to the embryo of rebellion, may be easily admitted. The blood of thousands was, not improbably saved, by the foregoing event; and humanity must ever rejoice more at the prevention, than the cure of an evil.

We have no farther account of this gentleman, or the particular services on which he was employed, till the year 1747, when he commanded the *Yarmouth*, of sixty-four guns, one of the Squadron, under Mr. Anson, which, in the month of May, defeated and captured that of France, commanded by monsieur De la Jonquiere. He was one of the captains sent, after the conclusion of the action, in pursuit of the convoy, of which Mr. Campbell, and other historians, assert, two only were captured, the *Vigilante* and *Modeste*, of twenty-two guns each, the rest of the ships having made their escape. We find, however, it is asserted, peremptorily, in the periodical publications of the time, that five more French ships were brought into Portsmouth, and three into Plymouth. Mr. Brett quitted the command of the *Yarmouth* almost immediately on his return into port; and we do not know to what ship he was afterwards appointed, as we do not find any mention made of him during the war, except his having been one of the members of the court-martial, assembled at Portsmouth in the month of November following, for the trial of captain Fox, of the *Kent*.

On the 3d of January, 1753\*, he received the honour of knighthood from his majesty, in consequence of his having carried him to Holland instead of sir C. Molloy; and towards the end of the year was appointed captain of the *Caroline* yacht, as successor to that gentleman. In this vessel we believe him to have continued till the month of September 1755, when, on the daily expectation of a rupture with France, sir Piercy was appointed to the *Cambridge*. In the month of November, or December 1756, he removed back into the *Caroline* yacht. How long he continued in that vessel is not exactly known; but, in the beginning of the year 1758, we find him commo-

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\* About this time we believe him to have been elected representative in parliament for the borough of Queenborough, and not long afterwards chosen one of the elder brethren of the Trinity-house.

dore in the Downs, having his pendant on board the Norfolk. He was in the same year appointed first captain to lord Anson in the Royal George, who commanded, in the Channel, the covering fleet to the Squadron employed, under lord Howe, on the coast of France. On the conclusion of this expedition he returned to his command in the Downs; and while thus occupied it is not to be wondered at if we have no material occurrence to record concerning him. On the 22d of March, 1760, he was appointed colonel of the Portsmouth division of marines. In 1761, still continuing to hold the Downs command, we find him frequently, and actively employed in reconnoitering the opposite coast and ports of France. Towards the conclusion of the year he returned to Portsmouth for refitment; which being completed, he re-hoisted his pendant on board the Newark, at Portsmouth, on the 15th of December. He was immediately afterwards ordered for the Mediterranean with seven ships of war, as second in command to sir C. Saunders, and had soon afterwards the good fortune to share there, as a flag, in the rich Spanish prize, the *Hermione*. He remained on the same station during the continuance of the war, but peace soon afterwards taking place, nothing in any degree memorable seems to have occurred, except that, in the course of this year, he was advanced to the rank of rear-admiral of the red. From this time he never appears to have accepted any command, but, on the 13th of December, 1766, was appointed one of the commissioners for executing the office of lord high admiral, an office which he continued to hold till the 24th of February, 1770.

On the 24th of October, 1770, he was promoted to be vice-admiral of the blue; and, on the 28th of the same month, to be vice-admiral of the white; as he was, on the 31st of March, 1775, to be vice-admiral of the red. On the 29th of January, 1778, he was, moreover, advanced to be admiral of the blue. He died in the month of May 1781, and was buried at Beckenham\*, in the county of

\* The following epitaph is inscribed on a plain monument, erected to his memory, in Beckenham church.

Sacred to the memory of sir PIERCEY BRET, knight, admiral of the blue, who departed this life the xii day of October, MDCCCLXXXI, in the LXXXII year of his age.

Kent. "De mortuis nil nisi bonum," is an old adage, but if ever it should be used in relation to this gentleman, we have to add, that whether living or dead, the voice of slander and malevolence was abashed at his manifold virtues, ever silent not only at his approach, but even at the bare mention of his name.

CALMADY, Warwick,—was, on the 30th of September, 1743, appointed captain of the *Lively* frigate, and soon afterwards ordered to Jamaica. On his passage from thence to England, in the month of May 1744, he fell in with three French privateers, mounting thirty guns each, which he engaged for an hour and an half; when having all his running rigging shot away, and finding the enemy were making attempts to board him, he put before the wind and left them. The gallantry displayed on this occasion by Mr. Calmady, was certainly very highly conspicuous; and his good fortune, in having preserved his ship from the attacks of a force treble his own, was rendered the more remarkable from the circumstance of his having been totally unacquainted that a rupture had taken place between Great Britain and France, till the fire of his antagonists informed him of it. His ship was, nevertheless, completely ready for action; and this anecdote, if lessons and examples were necessary on such an occasion, might prove an useful hint to commanders at sea, even in the time of profound peace, to be always prepared for defence, or the chastisement even of the slightest insult.

Captain Calmady having, on the ensuing day, fallen in with a French schooner, bound from Martinico to Havre de Grace, thought himself justified, as he undoubtedly was, in detaining, and bringing her into port. Soon after his return he was appointed to the *Weymouth*, of sixty guns, and ordered out to the West Indies to join Mr. Knowles, who was then commodore on that station. On the 16th of February, 1745, this ship unfortunately struck on a reef near Sandy Island, at the entrance of St. John's road. The accident, with its preceding causes, being enquired into by a court-martial, Mr. Calmady himself was most unequivocally and honourably acquitted; but the lieutenant on duty was fined six months pay, the master declared incapable of ever serving again in the navy, and the

the pilot sentenced to be sent to England and imprisoned two years in the Marshalsea.

Captain Calmady, immediately after his acquittal, is said to have been appointed to the *Launceston*, of forty-four guns, one of the ships presently afterwards employed, under commodore Warren, in the siege of Louisburg. We do not find any mention made of his having a subsequent command, or being again engaged in service, from which he retired altogether, according to Mr. Hardy's account, on the 2d of February, 1757.

CATFORD, Charles,—was, on the 14th of October, 1743, promoted to be captain of the *Lyme* frigate. The commands and services on which he was employed during the remainder of the war, were, unhappily for him, of so little consequence, that the only mention we find made of him during that period is, his having been one of the members of the court-martial convened for the trial of vice-admiral Lestock. He appears, nevertheless, to have been in high estimation as a worthy and a brave man. In the month of January 1749, we find him captain of the *Monmouth*, and in February 1753, he was appointed to the *Berwick*, a ship of seventy guns, stationed as a guard-ship at Portsmouth. In the month of March 1755, he removed into the *Captain*, a ship of the same force and rate, commissioned also at the same port. Early in the year 1756, he was ordered to the Mediterranean with the unfortunate Mr. Byng. He behaved with all the spirit due to his character and station, in the short and indecisive skirmish with the French fleet off Minorca, having had six men killed and thirty wounded. He was one of the officers ordered home as an evidence on the trial of his unfortunate admiral, but unhappily died, when on his passage, on the 24th of September 1756, the ship he was on board of not having then reached Gibraltar.

DODD, Edward,—was, in the earlier part of his service, lieutenant of the *Dragon*\*, at that time commanded by Mr. Barnet, and on the 25th of January 1743, was pro-

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\* From his advanced age, considering his rank, he was generally known in the service by the name of Old Dodd. He was severely wounded in the shoulder at the attack of a xebec, which he was sent in pursuit of, as commanding officer of the *Dragon's* boats. The enemy was, however, captured. Being afterwards commissioned, was given to Mr. Dodd, and called the *Dragon's Prize*.

moted to be captain of the Blandford, a twenty-gun ship. We have the following account of an affair in which he was concerned, from a MS. memorandum, dated in the month of June 1745.

“ His majesty’s ship the Blandford, of twenty guns, captain Dodd commander, has had the misfortune to fall in with a French Squadron of seven sail, between Lisbon and Gibraltar, and was sent to Brest. The captain was threatened with being hanged if he did not discover to the commodore whether there was any English squadron at sea. This he very bravely refused to comply with.”

No notice is taken of the foregoing event in any history or printed account, far as we have been able to discover; nor is even the capture of the above vessel ever named. Captain Dodd does not appear to have had any subsequent appointment; nor have we been able to ascertain, with any precision, the time of his death, but believe it to have happened about the year 1763.

FIELDING, William,—was the second son of John Fielding, D. D. canon of Salisbury, and his first wife, Susannah, daughter of sir Robert Booth, chief justice of the court of common pleas in Ireland. This gentleman having, as is remarked by Collins, passed through the several subordinate stations, was, from being commander of the Fly sloop on the Irish station, promoted, on the 11th of January, 1742-3, to the rank of captain in the navy, and appointed to the command of the Bridgewater, a ship of twenty guns. This ship was unfortunately lost, at Newfoundland, on the 18th of September following; but captain Fielding being very honourably acquitted of all blame on that occasion, was, in the month of May 1744, appointed to the Pearl, of forty-four guns; in which ship he continued till it was ordered to the East Indies with commodore Griffin. We have no farther account of the commissions he held, or the services on which he was employed, except that, at some intervening period, he is said to have commanded the St. George, a guardship at Spithead. In 1755 he commanded the Fly sloop, but with the rank of post captain; and in 1762 was put on the superannuated list with the rank and half-pay of a rear-admiral. He continued to live ever afterwards in retirement, at Bishops Waltham, in the county of Hants, where he died on the 23d of September, 1773.

GAGE,

**GAGE, John.**—The name of this gentleman is very improperly omitted in Mr. Hardy's and many other lists of naval captains, an omission most probably owing to the short time he unhappily held that rank. As a commander, we find him in the *Lightning* fireship, and afterwards, in 1740, in the *Carcase* bomb-ketch: he was from thence removed into the *Otter* sloop of war, in which vessel he behaved with much gallantry in the West Indies, under commodore Knowles. Being ordered from the squadron to chase a Spanish ship, mounting twenty-two guns, and full of men, he came up with and attacked her with the utmost gallantry, though more than double his force. The action continued nearly two hours till the enemy was driven close under the forts of Porto Cavallo, and a large Spanish galley with three hundred men in her, coming out to their countrymen's rescue, consequently deprived captain Gage of the well-earned fruits of his bravery. He was on the 24th of February, 1743, immediately subsequent to the unsuccessful attack on *La Guira*, promoted, by the commodore, to be captain of the *Lively* frigate; in which command he died, in the West Indies, on the 2d of August following.

**GODDARD, Samuel.**—was, on the 1st of February, 1743, promoted to be captain of the *Deal Castle*. He was afterwards appointed to the *Lynn*, of forty guns, one of the West India squadron under Mr. Knowles. He was brought to a court-martial, by that gentleman, in the month of February 1745, on a charge of having suffered a Spanish ship, belonging to admiral De Torres's squadron, to escape from him off Porto Rico, though the enemy was in a very disabled state, being under jury main, and mizen masts. It was proved on the trial that he was in some degree deranged in his mind; in consequence of which he was dismissed from his command, and does not appear to have ever recovered in a sufficient degree to enable him to hold any subsequent commission. He died in England on the 5th of November, 1762.

**MARSH, William.**—in 1742, was commander of the *Terrible* bomb-ketch. He was promoted, on the 25th of May, 1743, to be captain of the *Sterling Castle*\*, one of the ships belonging to the Mediterranean fleet. He

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\* Mr. Hardy and many others say the *Elizabeth*.

was quickly removed into the Royal Oak; but this, however, was quite a temporary command, by order only. He returned back for a few days into his original vessel, the Terrible, and was from thence removed into the Winchelsea, of which ship he was captain at the memorable encounter with the French and Spanish fleets off Toulon, being ordered by the admiral to watch the entrance of the port just mentioned, and the movements of the combined fleets. He acquitted himself with the greatest diligence and address in this service, as well as that of a similar nature in which he was employed after the enemy came out. He returned to England in the Winchelsea about the end of the same year; and whatever services or commands he might be employed in subsequent to this time, were so un consequential \*, that we find no mention whatever made of him till the year 1758, when he commanded the Nassau, of sixty-four guns. He was in this year appointed commodore of a small squadron destined for the attack of the French settlement in the river Senegal. Its force consisted of the Nassau before mentioned; the Harwich, of fifty; and the Rye, of twenty guns: the Swan sloop of war, and two buffes. The land-forces amounted to two hundred marines, commanded by major Mason; a small detachment of artillery men, under captain Walker, with a train of ten pieces of cannon and eight mortars.

Captain Marth, attended by Mr. Cumming, a quaker, who was the original projector of the expedition, sailed from Plymouth on the 9th of March; and after touching at the island of Teneriffe, where the ships took in a supply of water and other necessaries, came to an anchor at the entrance of the river Senegal, on the 24th of April. Fort Louis, by which the settlement is defended, is situated on the island of Senegal, about four leagues within the bar. The governor, soon as the British force was discovered, sent down an armed brig and six sloops to dispute the passage. In the interim the boats of the fleet were employed in putting the ammunition and stores, necessary for the attack, on board the small craft belonging to the squadron; and a skirmish, productive of no consequence, took place between them and the vessels above-mentioned. Captain Millar, however, who commanded the London

\* He is said to have commanded the Dursley galley in 1745, but this circumstance we very much doubt.



buffs, having discovered the proper channel, seized the opportunity of a change of the wind, and passing the bar, came to an anchor within, where he lay unsupported, though exposed till night to all the fire the enemy could make. He was the next morning joined by the remainder of the flotilla, and a smart engagement ensued, which was warmly maintained on both sides till the buffes and another of the smaller vessels ran aground. The troops immediately took to their boats, and pushed for the shore, where they made the necessary dispositions to defend themselves, till the landing of the corps of volunteer seamen, amounting in number to three hundred and fifty, on the following day, rendered their force sufficiently formidable for them to undertake offensive operations.

These the enemy did not allow them time to commence, for the corps last-mentioned had scarcely landed, when deputies\* came out of the fort, from the French commandant, with offers to capitulate. The terms were arranged and agreed to in the course of the day by the commodore and major Mason: so that this far from inconsiderable conquest was achieved not only without difficulty, but happily also without a single person being killed or wounded on either side. This success encouraged the commodore to make an attempt on Goree, a much more considerable and better fortified settlement, belonging to France, on the same coast, at the distance of about thirty leagues. The force, however, being totally inadequate to such an undertaking, its failure was little to be wondered at; though we must not omit inserting, that, to the honour of the commodore and the principal officers who directed the attack, the measures taken by them to cover and secure the retreat of the assailants, were so prudent and judicious, that the loss they sustained was almost too trivial to be called a repulse.

Captain Marsh passed over from the coast of Guinea to the West Indies, which is the usual route of the ships of war annually sent on the African station. He does not appear to have had any opportunity of particularly distinguishing himself while in this part of the world. He removed into the Harwich sometime after the reduction of Senegal, and was unfortunately lost on the island of Pieras, commonly called Pines, in the year 1760. Captain

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\* On the 30th of April,

Marsh and his crew were happily saved. He returned to England some short time afterwards, and retired from the service, in 1762, with the rank and half-pay of a superannuated rear-admiral. He died in England on the 15th of October, 1765.

MOORE, Sir John.—We believe the first, or if not, among the earliest of the naval appointments held by this gentleman, was that of midshipman on board the *Shoreham*: he afterwards served in the same station in the *Torrington*. He was afterwards a lieutenant in the *Lancaster*, cotemporary with Mr. James Young, who, as well as himself, lived, most deservedly, to attain to nearly the highest rank, as an admiral, in the service. Mr. Moore was next taken, by Mr. Mathews, to be one of the lieutenants of his own ship\*. On the 24th of December, 1743, he was promoted to be captain of the *Dolphin*, other accounts say the *Squirrel*, but in a very short time afterwards removed back into the *Dolphin*, being persuaded by Mr. Barnet, who was then going out to the East Indies, to accompany him. This solicitation was owing entirely to the high opinion entertained of him by the commodore, and is too honourable a testimony of this gentleman's worth to be omitted, or slightly noticed. He returned to England in the *Deptford*† with a convoy of India ships, after the decease of his friend and commander, and was appointed captain of the *Devonshire*, a ship memorable for having been that which carried sir Edward Hawke's flag when *L'Etendiere* was defeated: nor need we add any thing to the very honourable encomium bestowed on his conduct by the admiral, who sent him as the messenger of his victory.

\* He did not continue with him to wait his turn for promotion, having, as the readiest mode of obtaining it, returned to England in the *Lenox*, at the recommendation of the admiral himself.

† Into which ship he removed after the arrival of the squadron in the East Indies, and the death of captain Philipson, on the 30th of March, 1745, till which time he continued in the *Dolphin*. A particular account of the several occurrences which took place while he held this command have been already given in the life of the earl of Northesk, with whom he was detached, by the commodore, for the freights of Malacca, soon after the squadron quitted Madagascar.

N. B. Campbell, as well as all other historians, erroneously state this ship to have been the *Diamond*, a mistake they have fallen into by following the authority of the official accounts with which, strange to say, the blunder originates.

"I have sent (says the rear-admiral) this express by captain Moore, of the Devonshire; and it would be doing great injustice to merit not to say, that he signalised himself greatly in the action."

As the bearer of intelligence so interesting and glorious, he received the customary present from his majesty of five hundred pounds. Early in the year 1749 he was appointed to the Monmouth; but, as is to be expected in time of peace, we hear nothing of him after this time till the year 1756\*, when he was, either in the month of March, or April, re-appointed to his old ship the Devonshire†. No particular subsequent mention is made of him till the year 1758, when he was commander-in-chief, with the rank of commodore, on the West India station, having his broad pendant on board the Cambridge. Nothing material took place till the month of January 1759, when, having been joined by a reinforcement from England, consisting of eight ships of two decks, with a frigate and four bomb-ketches, under commodore Hughes, and a considerable body of troops under the command of general Hopson, he sailed on an expedition against Martinico, which island was marked out as the first object of attack. The troops were landed on the 16th; but many unforeseen difficulties, and impediments appearing, which were deemed insuperable by a force no greater than that under the joint commanders, the attack was declined, and the army reembarked without opposition. After a demur of two or three days as to the expediency of making an attack on any other part of the island than that first assaulted, it was agreed to be most advantageous for the public service, that the Squadron and its convoy should, without delay, proceed to Guadaloupe, to the conquest of which the Squadron, and troops it escorted, were deemed perfectly competent.

The commodore arrived off the town of Basseterre on the 22d of January, and immediately removed his pendant into the Woolwich, for the purpose of being better able

\* Except that during a part of the peace he commanded the William and Mary yacht, which he relinquished when the armament took place in 1755.

† At the conclusion of the year he was one of the members of Mr. Byng's court-martial, and was one of those who wished the oath of secrecy might be dispensed with.

to superintend and direct the attack than he could have been had he continued in the Cambridge and been personally engaged in it. The necessary dispositions were made on the following day, and with such vigour and effect was the assault executed, that all the batteries, and the fort itself were so completely silenced by night, as to enable the troops which were landed on the 24th, to take possession of them without loss, or even molestation. The character of the commodore was much traduced by some persons, for his behaviour on the foregoing occasion, and, as it appears, very undeservedly so. The exception taken against him appears to have been principally founded on his quitting his station in the line, as already stated, and going on board a frigate. But however unprecedented such a measure might at that time be, few persons can doubt but that it would, on many accounts, be more advantageous to the service, were it to become a general and unalterable practice. The only ground on which censure could, in the present instance, be founded, is decidedly and completely done away by the very spirited personal carriage of the commodore on all the numerous preceding, as well as some subsequent occasions, and the very conspicuous gallantry he had on all such opportunities uniformly displayed.

To return to the event of the expedition, suffice it to say, it was concluded by the surrender of the whole island, which, from its peculiar strength, the heat of the climate, and the great force of the enemy, was enabled to hold out for three months. The capitulation was signed on the 1st of May. Nothing material took place after this time during the continuance of the commodore on the West India station, from whence, having previously removed into the Berwick, he returned with a convoy, and arrived in the Downs on the 23d of June, 1760. He does not appear to have been again invested with any command till his promotion to be a flag officer. His first advancement, which took place on the 21st of October, 1762, was to the rank of rear-admiral of the red. He was appointed, according to Campbell, to command in the Downs during the short continuance of the war; but during that

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\* Its surrender was critical, for in a few hours afterwards M. Bompard arrived with a strong squadron to its relief; but hearing of the event immediately returned to Martinico.

period no material occurrence or event happened. On the 1st of March, 1766, he was created a baronet, and was, not long afterwards, invested with the Portsmouth command. This station he retained during the usually allotted period, having passed through it with that dull want of incident consequent to a time of profound peace. On Oct. 18, 1770, he was advanced to the rank of vice-admiral of the blue, and on the 24th ensuing of the white, as he was to that of the red on March 31, 1775; and, lastly, on Jan. 29, 1778, to be admiral of the blue. As he had no appointment posterior to that at Portsmouth, which we have already related, our farther account of this gentleman is necessarily confined to a mere memorandum of his several promotions, among which we must not forget to record, that he was, early in the year 1771, invested with the order of the Bath.

He died in the year 1779; and, notwithstanding the no small degree of obloquy raised against him on a particular occasion, which we have already pointed out, and, in justice to him, endeavoured to controvert, he left behind him, in the opinion of the impartial, unprejudiced and intelligent, the honestly earned character of an able, a judicious, a good officer, and of a worthy man.

PITMAN, John.—This gentleman was, on Feb. 8, 1742-3, appointed from the Cruiser sloop to be captain of the Aldborough, as successor to capt. Toms, who then removed into the Alderney. During the ensuing spring he was employed as a cruiser, in which occupation he had the good fortune to capture a valuable French prize from Martinico, bound to Havre de Grace. A gentleman of the same name was in the ensuing year commander of the Saltash sloop of war on the coast of Scotland, and has been improperly confounded with this person; but the former never attained to the rank of captain, the Saltash having overset not long after the time just mentioned; the commander and the major part, if not the whole of the crew, perished on that unfortunate occasion. Little other mention is made of capt. Pitman, except that, in 1745 and 1746, he was one of the members of the court-martials convened for the trials of the officers charged with misconduct in the Mediterranean, and commanded a ship, we believe the Canterbury, at the siege of Cape Breton. He died in England on the 5th of March, 1752.

POWLET,

**POWLET, Charles.**—The first mention we find made of this gentleman is his promotion, on Oct. 10, 1743, to be captain of the *Biddeford* frigate. He continued till the beginning of 1748 in the same vessel; he was then on the Jamaica station under commodore Dent, and is said to have been afterwards promoted to the *Falmouth*. At the end of that year he commanded the *Tilbury*, of sixty guns, one of the squadron under the orders of Mr. Knowles, who had arrived at Jamaica some time before to take the command, and promoted him to the ship he was then captain of. His conduct in the encounter with the Spanish admiral, Riggio, was, and, as it proved, very undeservedly censured by his commander, who did not openly and regularly prefer a specific charge against him, but threw out many insinuations which were at last productive of a court-martial. The investigation of his conduct ended much more honourably for him, than it had done just before for his commander-in-chief: suffice it to say, he was most honourably acquitted. No other particulars relative to this gentleman have come to our knowledge\*, except that, during a considerable part of the succeeding war, he was regulating captain at Winchester. He died April 4, 1762.

**PRATTEN, Edward,**—we find first mentioned as lieutenant of the *Suffolk*, under capt. Knowles, at the well-known and unfortunate attack on *La Guira*. In consequence of his gallantry displayed on that occasion, he was promoted to be commander of the *Pembroke* Prize; and from thence was, by the same patron, on the 2d of June, 1743, made captain of the *Eltham*. Out of this ship he was, not long afterwards, promoted to the command of the *Suffolk*, a third rate. The only occasion on which we find his name subsequently mentioned during the then existing war, is, that in the month of December 1747, he was one of the members of the court-martial assembled for the trial of captain Fox, of the *Kent*. Soon after the ratification of the treaty of peace, that is to say, in the

\* When earl Temple was on the point of quitting the admiralty-board, in 1756, captain Powlet was appointed to the *Royal William*, and was ordered to repair to town to take up his commission; but on his arrival was told there was no commission for him. The fact was, the junior lords of the admiralty took upon them to supersede the commission in order to serve friends of their own, as earl Temple went no more to the board.

month of January 1749, he appears to have commanded the *Assurance*, of forty-four guns; and in the month of April or May following to have removed into the *Blandford* frigate. After this time no particular notice is taken of him till about the month of April 1751, when he was made captain of the *Prince Edward*.

He removed, about the month of July following, into the *Charlotte* yacht; and we believe him to have retained this honourable, though far from conspicuous station, for some considerable time, no notice being taken of him till after the commencement of the war with France, in 1756. We believe him to have been one of the officers sent out to the Mediterranean, for the purpose of supplying the place of those who were ordered to England as evidences on the trial of Mr. Byng, as we find him reported to have been captain of the *Buckingham*, on that station, when the Squadron was, at the conclusion of the year, commanded by sir Edward Hawke. About the month of July 1757, he removed into the *Intrepid*, and in the following year was commanding-officer of a small Squadron, ordered to cruise to the westward. In this occupation he was extremely diligent and active; qualities which did not pass unrewarded, many prizes having been made by the ships under his orders; one of them, the *Raisonable*, a French man of war, mounting sixty-four guns, which was captured, after a smart action, by the *Dorsetshire* and *Achilles*. In 1759 he again served in the Mediterranean, and as a private captain in the Squadron under the orders of Mr. Boscawen. He was present at the total defeat of Mr. De la Clue's Squadron in the month of August; but having failed to assist captain Kirke in the destruction of the *Océan*, the French commander's ship, which had ran ashore to preserve herself from being captured, he was superseded by the admiral, and not again employed. It does not appear that any court-martial was held for the purpose of enquiring into his conduct: and the whole of the charge advanced by the admiral, that was made public, is framed in the following slight and apparently indecisive terms. "I sent the *Intrepid* and *America* to destroy the *Océan*; captain Pratten having anchored could not get in, but captain Kirke performed that service alone." Nevertheless he remained under total suspension, deprived even of his half-pay, till the